

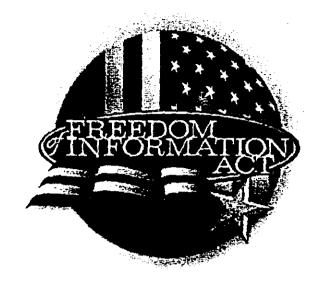
FEDERAL BUREAU OF INVESTIGATION

JOSEPH P. KENNEDY

PART # 2 of 2

PAGES AVAILABLE THIS PART 270

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FEDERAL BUREAU OF INVESTIGATION

FILES CONTAINED IN THIS PART

FILE# CROSS REFERENCES	PAGES AVAILABLE 270
	
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Freedom of Information and Privacy Acts

SUBJECT JOSEPH P. KENNEDY

FILE NUMBER CROSS- REFERENCES



Federal Bureau of Investigation

FILE DESCRIPTION

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r. Boardman Mr. Belmont Mr. Mohr # Nedse 🕻. Parsons Mr. Rosen (Mr. Tamm Mr. Trotter Mr. Clayton

Mr. Tolson

Tele. Room Mr. Holloman Miss Gandy.

W. C. Sullivers

6)(7)(c)



MPI was 2 ADD 12 ADAMS
LATEST ACCUSATIONS CAME AMIDST THESE OTHER DEVELOPMENTS: THE LATEST ACCUSATIONS CAME AMILDST THESE WINER BEVELOPMENTS:

--FOX TESTIFIED HE RECEIVED A \$500,000 LOAN FROM JOSEPH P/KENNEDY,

FATHER OF SEN. JOHN F. KENNEDY (B-MASS.). AFTER THROWING HIS PAPER

TO THE YOUNGER KENNEDY'S SUPPORT IN THE 1952 ELECTION CAMPAIGN.

OF HIS NEWSPAPER, AND OF HAVING LATER COMMITTED "CORPORATE MURDER"

OF HIS NEWSPAPER, AND OF HAVING BONE SO "WITH MALICE AFCRETHOUGHT."

IN HIS LETTER TO O'HARA, ADAMS AGAIN DENIED AS "ABSOLUTELY FALSE"

THAT COLDFINE HAD EVER FINANCED ANY SECURITY FOR MIM, OR INDULGED IN

MNY SPECIFIATION WHATEVER IN HIS BEHALF.

ANY SPECULATION WHATEVER IN HIS BEHALF.
ADAMS SAID THAT HE BOES NOT "NOW HAVE, BOR HAV
FINANCIAL INTEREST IN ANY PROPERTY OR INVESTMENT. MOR NAVE I EVER HAD

UNDERTAKING IN WHICH HE (GOLDFINE) HAS AN INTEREST.

FOX TOLD THE SUBCOMMITTEE GOLDFINE HELPED POLITICIANS OF BOTH PARTIE
INDISCRIMINATELY, AND SAID HE BELIEVES A CHECK OF CAMPAIGN CONTRIBUTION
WILL SHOW THAT HE HADE CAMPAIGN CONTRIBUTIONS TO SO PER CENT OF ALL
HASSACHUSETTS OFFICIALS, STATE AND NATIONAL, IN THE PAST 20 YEARS.
THE ADAMS LETTER WAS WRITTEN ON WHITE HOUSE STATIONERY. IT WAS DATED YESTERDAY.

IN IT. HE STATED THAT IT WAS "INCREDIBLE TO ME THAT ANY COMMITTEE OF THE CONGRESS WOULD PERMIT A WITNESS TO USE THE COMMITTEE AS A FORUM FOR MAKING SUCH VICIOUS AND IRRESPONSIBLE ACCUSATIONS."

THE SUBCOMMITTEE ADJOURNED SHORTLY AFTER NOON AND CHAIRMAN MARRIS

INSTRUCTED FOX TO RETURN FOR CROSS-EXAMINATION AT 10 A.M. MONDAY.

ONLY THIS MORNING THE SUBCOMMITTEE ACAIN HAD REJECTED A PLEA BY
COLDFINE'S LAWYERS TO CONDUCT THE QUESTIONING OF FOX BEHIND CLOSED
DOORS. MOVEVER, IT HAD ACREED TO CONSIDER WHETHER TO DO SO LATER AS
THE NEED MIGHT DEVELOP.

6/27--PA1239P

No~

WASHINGTON CITY NEWS SERVICE



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Bux oderecch Best Capy Mark PARDUM . B Mar Tolk of MR. LADI MR. RUSEN MR. WINTERROVI MR. NICHULE This morning Assistant Attorney General Staidey barnes called at my office and personally handed to me the attached undated memorandum from his office directed to the Bureau and requesting further investigation of the liquid industry. Judge Barnes stated that the reason he was handing in a to me personally was because of its highly confidential nature in that it involved persons of national and international promining; such as the former Ambassador to England Joseph P. Ferinidy, Mr. John Roosevell, Mr. James noose v. P. and Mrs. Eleany Roosevert. Judge Barnes stated that Special Agent, s has been working upon this matter and apparently has difvery sat stactor; piece of work up to date. In vices of the extreme importance of the vicesI vould a kert chave of given special attention, seeing the same costs poraunt lase assigned to the same to bring it to an sart but with complete thoroughness. It also should be very as 14. sup ryised by the Investigative Division at the Seat of C inment. Exen. 2 60- 4434-7-Very truly your: 16. 12 mal John Edgar Harret Director JEH:mpd



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PATISEVEL I NAMES MARITIME GROUP

Nominations Sent to Senate. Selects Kennedy, Former S.E.C. Head, as Chairman.

President Roosevelt day sent to: the Senate the nominations of the five men who are to emprise the United States Permanent Maritime Commission, designating Joseph P. Kennedy of New York, who was formerly chairman of the Scourities and Exchange Commission, as chairman.

Besides Kennedy, who was nomin ad for the remainder of the unexpired term of two years from Sep-



tember 26, 1936, succerding George: Landick, jr., the commission will be made up of the following.

Tromas M. Woodward of Pennsylvania, for the remainder of the un-expand term of three years from September 26, 1936, succeeding Montgomery 11. Taylor.

Henry Rear Admi. 3 Henry A Wiley. United States Navy, retired, for 8 term of four years from September 20, 1936, to which office he was appointed during the last recess of the Schale.

chate.

Edward C. Moran. m. of Maine.

(See MARITIME, Page A-2.)

Maritime

(Continued From First Page.)

forme, member of the House, appointed to the ecormission for a term of five | ears.

Real Admiral £ 23.0 1 ** United States Navy, retired, appointed for six years

In announcing the dominations : day, the White Ho or made public a letter addressed to Sens or Copeland of New York, ona, man of the Senate Committee at Commerce, in Senare Committee 7. Commerce, in which the President late before the latter certain facts relative to the holding of 1,100 share of Todd Sn.p. yards. Inc., by Kenney.

These facts in the Diesident's letter explained that who is Mr. Rooserelt

several weeks ago requested Kennedy to serve as a member . . the commission for letter advised him of his hoofings in the Todd Sames as Inc. and raised a point that some holdings might

affect his appointment

The President's gate procesplane to Chairman Copeland hat he referred the matter of Mr. Kennedy's holdings To the Solicitor General of the United states, Stanley Reed, at an apunion and on March 3 Mr. Rev. advised the President that in his come n Mr. Kennedy is cligible to ser on the commission.

w. 5.93%.

61-7550 - 530x16

Kennedy as Maritime Chief Approved by Senate Group

Appointment of Joseph P. Kennedy as chairman, and four others as members of the Malitime Commission, was approved yesterday by the Senate Commerce Committee.

The nominations will be reported? favorably to the Senate today for formal confirmation, which is expected to be voted tomorrow.

Resolution Adopted

The committee's action came swiftly following passage of a joint resolution exempting Kennedy from the eligibility clause of the Copeland Marine Act. Under the Copeland law persons having had a financial interest in a shipping company, within three years, are ineligible for the commission. Immediately on his nomination, Kennedy informed the committee he held stock in the Todd Shipbuilding Company.

Republican and Democratic leaders alike indorsed the resolution which would pave the way for Kennedy's confirmation. High tribute to his recent service as chairman of the Securities and Exchange Commission, and to his qualifications for the shipping post was voiced by Majority Leader Robinson and Senator Vandenberg (R.), of Michigan.

Praised by Vandenberg

"I am very anxious to see Mr. Kennedy confirmed. There are perfectly obvious reasons why the prohibition contained in the law should not apply in his case." Senator Robinson

Senate:
"Mr. Kennedy possesses unusual qualifications for this position. He is a man of proven ability and can bring to this office a wide experience which will be of invaluable aid to the Government."

Senator Copeland (D.), of New York, chairman of the Commerce Committee, declared delay in confirming the Kennedy nomination would endanger the Government's entire merchant marine program.

New Ships Needed

He said: He said:

"We have laid down a policy designed to promote the rebuilding of our merchant marine. Unless this program is successful, within 10 years there won't be a ship on the seas flying the American flag. We need a man such as Mr. Kennedy to get that program underway at the earliest moment."

Others whose nominations to the commission were approved by

Commerce Committee are Admirals Henry A. Wiley Emery S. Lane, Edward C. Moran, former Representative from Maine, and Thomas 11. Woodward of Pennsylvania.

The office of

61-7550-546X1

ASK STOPPING OF PWA FUNDS FOR SHIPYARDS

Curran, Glickstein Urge Federal Action in City Strike

Joseph Curran, head of the National Maritime Union, C.I.O., and Hurran N. Glickstein, attorney for the Andustrial Union of Marine and Shipbiniding Workers, called on Joseph P. Sennedy, chairman of the United States metalling Commission, yesterday, manding that he withdraw immediately all government ship construction and repair from the Tood Shipyards Corp, and its subsidiaries.

The Robins Dry Dock Co. at

The Robins Dry Dock Co. at Rycoklyn and the Tietjen & Lang plant at Hoboken, both Todd cubsidiaries, are among the 23 plants affected by the strike of 15,000 shipyard workers in the New York area, now in the eighth week.

Curran pointed out that necessary repair work on ships was being neglected or was being improperly performed by the inexperienced strikebreakers.

ENDANGER LIVES

"This condition is seriously Jeopardizing the lives of passengers and crews at sea," Curran said. "It is a condition which is being protoked entirely because of the arbitrary and illegal refusal of the componies to comply with the National Labor. Relations Act and to sit down around a table and negotiate with their employer." The "miniature Tom Girdlers," Curran said, should have all support within and from them. Us called attention to PWA funds that have been allotted for ship construction.

Curran said that if early efforts are not made to bring about negotiations between the I. U. of M. S. W., the N. M. U will have to take prompt action to support the striking shipyard workers

CITES MAYOR'S ACTION

The action of Mayor LaGuardia in stopping all city work at the United Shipyards plants, which also negotiating, was cited by Gurran as the proper line of action.

Three strikebrookers were arrested at the Robins yards yesterday and a fourth was still sought last night for taking part in the beating of Peter Burban, a striker, while the latter sat on the porch of his home at 339 Van Brunt Ave., Brooklyn, Wednesday night.

Burban who was in a critical condition Friday, July 16, when police assaulted him brutally, was the chief witness in the hearing on the mayor's investigation of the police upon strikers at the Robins

that day.

AUC 1937

New Seamen's Union-Step for Labor Unity

National Maritime Union Strengthens Cause of Progress

By Roy Hudson

For the first time in its history the powerful United Fruit Line has agreed to recognize the right of it's seamen to organize and negotiate union agreements.

This victory over the notoriously open-shop United Fruit Company also marks the birth of a militant progressive union, the National Maritime Union.

The outcome of the recent United Fruit strike shows the correctness of the steps taken by the Eastern and Gulf sailors and stewards in forming the National Maritime Union. As members of the International Seamen's Union they had been deprived of all rights to determine who should represent them and how their union should be conducted.

They formed the National Maritime Union in order to maintain their organized strength and use it to secure recognition of their elected representatives, to conclude union agreements and improve wages and conditions. The United Pruit settlement shows that seamen, united into a powerful National Maritime Union, can achieve these aims.

SAME FACTORS AS IN CIO

The same factors that brought about the birth of the Committee for Industrial Organization also made necessary the formation of the National Maritime Union. These factors are and were the undemocratic policies of the A. F. of L. reactionaries, their failure to organize the unorganized, their blind hatred of everything progressive and their opposition to industrial unionism.

Truly the record of the international officials of the ISU and of the Executive Council of the A. F. of L shows that they have been the enemies of unity and progress. They have destroyed democracy in the ISU. They openly recruited scabs to break the historic seamens strikes. They refused to recognize the officials democratically elected by the membership.

These labor parasites, during months of negotiations, refused to agree that honest democratic elections be conducted. They blocked the National Labor Relations Board from conducting elections to determine the collective bargaining agents of the seamen.

On Monday they secured an



ROY HUDSON

injunction restraining the elected officials of the Marine Cooks and Stewards Union from functioning as such. The effect of this injunction is to prevent the membership on the union from democratically determining ho shall represent them and now their union shall be run. The membership of the Sailors Union are confronted with the same threat.

GAINS JEOPARDIZED

Thus every gain and right of the seamen is jeopardized. Their gains are many. The tens of thousands of seamen are united behind the officials they democratically elected. Through their organized action, the seamen have forced practically every major steamship company to recognize and deal with their elected representative. Under the leadership of Joe Curran, Blackie Meyers, Jones, Jerry King and their other elected officials, the seamen have improved conditions, increased wages, organized the unorganized, and forced the United Fruit to deal with the union.

The policies of the repudiated officials and the effect of the injunction would wipe these things all out by robbing the seamen of their democratic rights, enslaving them to admitted strikebreakers and weakening their organized strength.

The seamen are determined to continue their march forward. Denied their democratic rights in the L.S.U., they had no other alternative but to constitute themselves as the National Maritime Union for the purpose of establishing democratic organization through which they could maintain their gains, secure recogni-

Unity Convention See as Need to Pushing Many Gains

tion of their elected representatives and conclude union agreements.

In STRONGER POSITION

United in the National Maritime Union, the tens of thousands of Eastern and Gulf seamen, who have conducted such a splendid, persistent fight, will be in a stronger position to defend their own interests, to cooperate with their brother marine unions, and to help in the formation of a national maritime federation.

tional maritime federation.
Certainly the formation of the National Maritime Union strengthens the fight for a united national seamen's union. The undemocratic policies of I.S.U. and A. F. of L. reactionaries has destroyed all semblance of a national organization of the seamen. Further, these bureucrats no longer represent anyone. Certainly the seamen can expect little from these people in restoring a national seamen's union.

Only through the convening of a national unity convention by the district unions in the East Gulf and Pacific will it be possible to hammer out a program and policy that will again unite all seamen into one national union. The consolidation of the new union of the Eastern and Gulf milors and stewards will make such a convention realizable. And the members of the National Maritime Union are piedged to support such a policy.

The National Maritime Union is also correct in stating that such a unity convention is of vital importance in order that the seamen can nationally determine their attitude towards the C.I.O. This becomes an important question especially in view of the refusal, over a long period of time, of the A. F. of I. Executive Council, to recognize and protect the democratic rights of the membership of the I.S.U.

of the membership of the IS.U.

The unification of the Eastern and Gulf sailors and stewards in the National Maritime Union will strengthen the cause of progress and the fight for a united trade union movement. For this reason all progressive forces in the labor movement should give the new National Maritime Union their fulless comport.

DAILY WORKER NOEXED NAY 8 NITERCORDED 61-1550-603X

-A Cure for shipping Ills

"Doctor" Kennedy Making Diagnosis of Industry in Hope of Restoring it to Former Glory.



Harry Bridges, C. I. O. leader of Pacific Coast longshore-

BY JOHN C. HENRY.

MERICAN shipping, an enterprise of romance and tradition for those who participate I in it only casually, but one of livelihood and profits for its workers and operators, is undergoing an ex-haustive exploratory operation.

Under the direction of Joseph P. ennedy, one of the Nation's foremost practitioners at the art of curing sick industries, the new Maritime Commission is authorized to give the slogging American merchant marine a transfusion of cash and ships and working standards designed to restore it to its rank of pre-Civil War days as a world-wide leader on the seas.

True to the best standards of the healing profession, however, Dr. Kennedy is prescribing only temporary cures until such time as he has before him all the symptoms necessary for a complete and accurate diagno-From such diagnosis, it is hoped, a rejuvenation may be effected.

Authorities' Aid Enlisted.

Deciding, after the comm found itself faced with a mass of unproved data and contradictory opinions, that it would be better to depend on information gathered by its own agents, the commission a few weeks ago enlisted the aid of such authorities as H. L. Seward, professor of mechanical and marine engineering at Yale University; Thomas H. Healy, dean of the School of Foreign Service at Georgetown, and Prof. Grover G Huebner, specialist in commence and transportation of the Wharton School With these distinguished of Finance. aides and advisers, the commission's own experts were set at work immediately to make a comprehensive survey of the shipping problem.

Because the present temporary operating subsidy contracts are due to expire at the end of this year and negotiations of long-term agreements are expected to get under way by Novem-I at the latest, Chairman Kennedy has impressed upon his survey grow the necessity for speed as well as com-

prehensiveness. Results, he emphases, must be apparent within a sew weeks and the study should be pretty well completed by the end of October.

The magnitude of this task as well as a picture of how much information is necessary before the ailments of our merchant marine may properly be diagnosed probably could be presented by no better means than skeletonizing the lines of inquiry now being purmed. Grouped into seven related subjects, an outline of the survey follows: Foreign Trade:

1. Are ships subject to our own control necessary to insure uninterrupted movement of our exports and im-

2. Do American vessels protect our traders against exorbitant rates or asrure them of better service?

2. Does the merchant marine itself tend to develop new markets; in other words, does trade follow the flag?

4. Does the exportation of sup rvices (in other words the actual selling of water transportation at

Joe Ryan, A. F. of L. lea of Atlantic Coast longsho men.

Center: Joseph P. Kenne chairman of Maritime Co mission.

cause of higher operating cost. duce our exports of other commy which we can produce at an profit?

National Defense:

1. What does the Navy requi the way of auxiliary tonnage? much of this tonnage is now avin protected trades?

2. What does the Army requ the way of troop and supply sh 3. What is the relationship be

merchant shipping and the air ac 4. Is merchant shipping nec to preserve the shipyards and t of building ships?

5. How important is comm

which we are at a disadvantage be-INDEXEL WASHINGTON_STAR
SEP 5 1937- 617000-603

shipping as a source of trained men? Labor:

1. How many people made living out or subsidized shipping?

2. What are the earnings workers in the shipping industry and sidies, must be paid to domestic operahow do they compare with those of other industries?

3. How do shipboard working conditions compare with those ashore and

those on foreign vessels?

4. What can be done to protect shipping against costly interruptions to service?

5. What steps should be taken to develop a sea-going personnel?

6. Is there an adequate supply of trained shippard labor and sufficient management ability to direct it? Capital:

1. How much money has been invested in our present foreign-going fleet by private investors and by the Government?

2. What is the earning record and the reserves of American ship lines?

3. Is the industry sufficiently stable and profitable to attract large-scale investment, or can it be made so?

4. What areas are benefitted most by prosperous maritime commerce and where does the industry's annual expenditure of \$200,000,000 go?

Requirements of United States:
1. What do we need to protect commerce and to serve as an auxiliary of defense?

2. What types, sizes and speeds best fit these requirements?

3. Should we build superliners? 4. What are the requirements of

individual routes?

5. What is likely effect of recent seronautical developments on shipping industry?

Policy of United States:

1. Should we build in private yards, Government yards, or both?

2. Can the ship operators raise neccessary down payments for private building?

3. How can the public interest be

safeguarded if Government builds ships for charter? Cost.

1. It costs substantially more to build ships in the United States. To this difference must be added the subsidies enjoyed by foreign builders. What will be the total building cost?

2. It costs more to operate vessels under the American flag than under foreign flags. The amount of this difference, plus foreign operating sub-

tors. What, then, will be the annual operating cost?

Obviously, it is impossible in a single newspaper article to present what facts already are known in con-sessman Joe Curran building a milinection with the many questions posed tant National Maritime Union on the here. One of the Nation's "big" magazines devoted its entire September issue to the merchant marine problem, but doubtless Dr. Kennedy's to sea, the N. M. U. is co-operating special survey squad will develop considerable information not even anticipated.

causing most concern to the commis- tional Longshoremen and Warehousesion is that into the labor factors in- men's Union, led by Harry Bridges. volved.

field of play for the most intense with the C. I. O. strife yet staged between the C. I. O. On the docks of the Atlantic Coast and the A. F. of L.

Building Militant Union. A the moment, as in other mapr indistries, the C. I. O. appears to be making greatest headway with young

Atlantic and Great Lake fronts. Taking in only the men who actually go closely on the Pacific Coast with those who stay ashore, namely the long-It is a fact that the line of inquiry shoremen members of the Interna-

The Pacific sailors, however, are Crisscrossed with innumerable bit-still standing off any definite affiliater union rivalaries, American meriton with either the A. F. of L. or the time labor has been violently troubled C. I. O. as they mill about under the for the last several years. Strikes, leadership of Harry Lundeberg in the both authorized and unauthorized, Sailors Union of the Pacific. Once have kept ships from sailing. Inter- they were members of the A. F. of L., union fights among seamen and long- but they felt their independent action shoremen or between them have was hampered there so they walked blocked the loading or unloading. And put; now Lundeberg fears the same the industry now promises to be the situation might result from affiliation

> is fine strongly-ruled International Longshoremen's Association of Je Ryan, working with, but not don!-

nated by, the leadership of the A. of L. As their instrument off-sh in the Atlantic waters the A.T.
L. has the International Seame Union, once a powerful voice for men who go down to the sea ships, but now badly raided by N. M. U. and in process of gett a face-lifting by the A. F. of strategists.

Fully Aware of Problems.

That medicine man Kennedy fully aware of the grave problems rdent in this complicated labor ; ture goes without saying.

The labor situation is to be subject of special scrutiny," he marks in discussing the present a vey. "Shipping gives employment thousands of men, ashore and afi The industry in turn cannot prowithout the whole-hearted co-ope tion of labor. The Government, a partner in the business of al ping, wants American seamen to h the best possible conditions abo ship and the fairest wages. same time, it cannot permit faction ism and disloyalty to jeopardize position in international shipping. Nation has a stake in our mary industry which transcends the

of either capital or labor.
The problems of their dis mest must somehow be solved its are to interest the investing bu and maintain a competitive posiat ses."

Already, on the Atlantic, Pa and Gulf coasts, members of the c mission have held extensive hear on employment and wage condit in ocean-going shipping as a basidetermining fair wages and wor conditions.

Conditions Described.

Some of the testimony rece makes it more understandable why men who follow the sea feel it to advantage to face their employer masse

In seagoing terms they told of ing in crowded fo'c'sles where sa tion was impossible and vermin numerous, of inadequate toilet locker facilities and complete la bathing facilities, of garbage pilcompanionways adjacent to quarters, of bunk sheets being cha only once a month, of less than ficient food or poor quality, ar being paid off in I. O. U.'s. They of employers' blacklists and of working conditions that a man a might avoid by quitting his je refusing to do his work. But o seas that would be mutiny, an they turned to organization.

That the oft-times hard-pr ship owners find it financially di: to correct some of these conditie probably true. Both sides hop Kennedy and his sides will fin



Ships, cargoes and men are the three essentials to a profit able merchant marine.

LAND MAY HEAD - MARITIME BOARD

Would Succeed Kennedy, New Envoy to Britain.

WASHINGTON, Jan. 8 (A. P.).—
Friends of Rear Admiral Emory
S. Land revived talk today of his
possible appointment to the chairmanship of the Maritime Commission to succeed Joseph P. Kennedy.

President Roosevelt nominated Mr. Kennedy yesterday to be Ambassador to the Court of St. James's, leaving open the \$12,000 a year post which Mr. Kennedy once referred to as the "toughest job" he had ever filled.

Admiral Land, retired chief of the Navy's Bureau of Construction and Repair, has been a member of the Maritime Commission since last April. In 1917 he was in close association with President Roosevelt, then Assistant Secretary of the Navy, and they have been friends for years. He is 58 years old.

Should Admira I Land become chairman, Representative Bland, Democrat, of Virginia, is expected to urge the appointment of Allan D. Jones of Newport News, Va., to his place on the commission. Mr. Jones now is assistant director of the Commerce Department's Bureau of Navigation and Marine inspection.

Along with Mr. Kennedy's name, Mr. Roosevelt sent these other diplomatic nominations to the Senate: Hugh R. Wilson, Assistant Secretary of State, to be Ambassador to Germany; Joseph E. Davies, Ambassador to Soviet Russia, to be Ambassador to Belgium, and Nofman Armour, Minister to Canado, to be Ambassador to Chile.

Mr.

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Clipping from NIW YORK SUN

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Here's Kennedy's Address On Shipping Situation

Tollowing, in part, is the text of ie radio addiess from here last sht by Joseph P. Kennedy, chair-in of the Maritime Commission:

There has been some disposition mt here, I understand, to regard the West Coast as the "forgotten man" of shipping. I want to assure you that there is no justification for this view. The members of the Maritime Commission are jul'y cognizant of the needs of :e Pacific States. We have done, and will continue to do, everybing within our power to protect he interests of this great area. Shipping, perhaps more than any other industry, must be viewed as rational enterprise. On no other. bacis can we justify the participation of the Federal Governnent.

Unfortunately, there are two factors that tend to militate against our efforts in behalf of Cacific Coast shipping. One is the fact that economic laws are no respector of regional boundaries. the other is our lack of authority to deal with some of the matters at issue.

There has been a great deal of discussion, not only on the Coast but in Washington, too, about the removal of Grace Lines essels from the intercoastal trade and the prospective removal of the Panama Pacific vessels. These sessels were built with Government loans and were operated, intil recently, with the assistance I ocean mail contracts. They built up a splendid service, both presenger and freight, between the East and West Coasts.

lasses of \$5.300.000

The merchant marine act of 1936, which replaced the system of mail contracts with direct aid, provided that no vessels in domesthe service should be aligible for wheidies. This meant a loss of note than \$400,000 a year in subsidies for the Grace ships and an almost equal amount for the Panama Pacific vessels. Inasmuch as both lines were already operating at a loss, even with Government assistance, it is obvious that they could not posibly stay in the trade when the subsidies were withdrawn.

Panama Pacific losses for six and a half years in the intercoastal trade, we have been informed, aggregated \$5,300,000. These losses were incurred despite the payment of subsidies. which amounted to more than \$2,500,000 for the period. The actual operating deficit of the line amounted to nearly \$8,000,000. Can anyone blame the owner of this line for throwing up the sponge?

Many persons have felt that the Maritime Commission should do something to keep these vessels in the intercoastal trade. We are forced to point out that the mail contracts granted to the two intercoastal lines were widely criticized during the period when they were in force, and did much to undermine public support of the merchant marine act of 1928. Although the vessels in question made stops in foreign countries, they were regarded, and correctly so, as intercoastal carriers. They were, therefore, declared ineligible for aid under the 1936 act.

Policy of Subsidiés

The question is immediately asked: "Why not extend the scope of our shipping policy to include vessels in domestic trade?" The answer to that question, I fear, must be sought from Congress. The Maritime Commission, under the present law, has no jurisdiction over shipping in domestic trade.

The whole policy of ship subsidies, first off, is based on the theory that American operators require compensation to offset

the lower costs of foreign operation Although direct grants have been given in the past (as witness the railroads), and although indirect aid is rendered today (such as highway development). the cash support of one form of transportation at the expense of others is an exceedingly ticklish proposition. I do not say that it hasn't been done, or that it can't be done. I want to emphasize, however, that such a course should not be undertaken without careful scrutiny of the objectives to be attained and possible repercussions upon other segments of the national economy.

Few nations have found it expedient to subsidize coastwist shipping services.

What About Others?

Subsidizing one operator, or group of operators, immediately raises the question of what to do about the others. It would be manifestly unfair to assist one or two of the intercoastal lines and not extend the same treatment to all other operators in the trade. Furthermore, once we establish the principle of support for intercoastal lines, there is no logical reason why the procedure should not be extended to the coastwise lines.

The payment of subsidies to domestic operators would obviously arouse intense opposition on the part of rival transportation agencies. The railroads and busses would have every justification, it seems to me, for demanding similar relief.

Moreover, we must not lose sight of the fact that there are substantial elements of our population who do not believe in ship subsidies of any kind. The present shipping act was passed with a margin of only eight votes, despite the support of 20 West Coast legislators.
There is one aspect of the sit-

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uation, however, that may force us to reexamine the whole intercoastal problem. That is the question of national defense. The President, concerned by the unsettled condition of world affairs, has urged Congress to strengthen our facilities for-defense. The Mcrchant Marine is an integral part of the defense mechanism of the Nation.

Careful study of all possible contingencies indicates that the military forces would require, in the event of war with a major power, a minimum of 1000 merchant ships of all types, aggregating about 6,000,000 gross tons. These vessels would be required in the early stages of a conflict for technical initiary purposes and represent but a fraction of the number that would ultimately be necessary in case of prolonged hostilities.

Available Ships

We now have available under the American Flag some 1400 seagoing vessels of 2000 gross tons or more. Four hundred of these vessels are engaged in foreign trade; nearly 800, including 300 tankers, are in domestic trade; approximately 200 are in lay up. It will thus be seen that the thousand vessets considered necessary for minimum military requirements are at present available, although the majority of the ships are old and slow and some do not meet technical requirements with regard to size. It will also be seen that more than half of the vessels are engaged in domestic service.

It appears, therefore, that the United States might well consister the subsideing of vessels in demestic trade on a matter of national defence.

Another matter of great interest to the Work Coast is ship construction. Although these age a manber of yord, capable of turning out ocean going vessels and although many fine ships were launched here during the war period, this area has not participated to any great extent in the building of recent years.

The American merchant marine is rapidly approaching obsolescence. Hundreds of new vessels will be required during the next few years if we are to preserve any semblance of efficiency in the various trades, domestic and foreign. Some of this construction, it seems to me, should be undertaken in West Coast yards.

Now Seeks Hids

I am glad to report that there is every indication that this will be the case. The commission is now seeking bids on 12 standardized freight ships.

West Coast shippards, like the intercoastal lines, are victims of the inexorable laws of economics. The materials that go into a ship are so distributed as to give Eastern yards a decided advantage in construction costs. It is cheaper to assemble the materials in the East, build the ships there and then sail them to the Pacific than it is to transport iron and coal and machinery overland.

Over private construction the Commission has no centrol whatever. With regard to subsidized construction, however, we are permitted-under the 1936 actto allow West Coast yards a differential of 6 per cent over the lowest bid received from any other section of the country. I do not think that this differential is sufficient to assure you any substantial volume of construction under ordinary circumstances, With the volume of work in prospect today, however, there is strong likelihood of considerable building coming to this section of the country.

Permanent Value

The only way to assure a promanent volume of construction for West Coast yards it appears is by allocation of a definite percentage of subsidized construction. The Maritime Commission, in that case, should be authorized to absorb the difference between your costs and those available elsewhere.

I have discussed the situation with the President and he feels very strongly that something should be done to maintain and even to expand West Coast facilities.

The Commission has received numerous inquiries relative to the treatment of certain lines serving the West Coast which formerly received subsidies under the mail contract system. Six mail contract lines which served Pacific Coast ports are no longer receiving subsidies. None of these lines, however, was denied a subsidy by action of the Maritime Commission.

Line Discontinues

One line-The Tacoma Oriental Steamship Company - discontinued operations a year and a half before the Merchant Marine act of 1936 came into effect. Three lines-Grace, Panama Pacific and the Gulf Pacific Mail Line, Ltd. -were refidered incligible in the provision in the act denying subsidies to vessels operating between port terminals in the United States. The two remaining lines -the Oceanic & Oriental Navigation Company and the States Steamship Company - did not choose to ask for Government aid. The first named line has been dissolved; the latter is operating without a subsidy.

I hope that this explanation will clear up any misunderstanding that may have developed over the attitude of the Commission toward lines serving the West Coast.

Time West Coast lines are now

being subsidized under the 1936 act. They are the Oceanic Steamship Company, a subsidiary of the Matson Line, serving Australasia; the American Mail Line, a Dollar Company; operating between Seattle and the Orient, and the Pacific Argentine & Brazil Line, familiarly known as PAB, which connects your ports with the East Coast of South American.

Awarded Contract

The Oceanic company has just iten awarded a 12-year subsidy contract, the first long term contract to be granted by the Commission.

The commission's determination to provide adequate service for all parts of the country is evidenced by the fact that representatives of the commission will shortly hold hearings at various ports on the three coasts. A member of the commission, with several assistants, will come to the West Coast, Hearings will open in San Diego on January 24 and will be held shortly thereafter at Los Angeles, Stockton, San Francisco, Portland, Tacoma and Seattle. The San Francisco meeting, which will include Oakland, will be held on February 2.

Perhaps the most serious of all problems confronting West Coast shipping today is the situation with regard to labor. I have been hoping that things would settle down out here and that there would be no repetition of the costly disruptions of the past. Upon stepping off the train this morning, however, I discovered that Seattle is again tied up by a strike, that you had some difficulty here yesterday, and that relations all along the coast are none too good.

Why III Feeling

I do not know, of course, who is to blame for this situation; there is probably some responsibility on both sides. I do know, however, that a stable labor policy will have to be achieved—and that very soon—if the American merchant marine is to survive. In foreign trade, it is only a question of time—if some of the abuses of the past continue—until worried

trayelers and disgusted shippers turn to foreign vessels, which have no such troubles as those which beset our ships. In the coastal and intercoastal services, patrons will turn to land transport.

Coming out here on the train, I got to wondering why there is always so much ill feeling between employer and employe. This relationship should be one of the utmost cooperation, for the welfare of both parties is dependent absolutely upon the measure of teamwork they are able to achieve. Yet they are constantly at sword's points.

When I sell a man some goods, and tell him that I am forced to raise the price, he doesn't immediately regard it as an act of war and have me thrown out of the place. He will receive my demand for higher prices dispassionately, as a matter of business.

Case of Laborer

Suppose, however, that I am a worker, selling the only thing I have to sell-my labor. I think that I should be getting more money, and perhaps working shorter hours. I go to the boss, either alone or in a group, and state my case. My case may be good, or it may be bad. It doesn't make much difference so far as the boss' reaction is concerned. He probably will regard my action as an unfriendly act. The first thing I know we are at war. The ship (or perhaps it is a plant or store) is idle. Wages are lost. Profits stop. Violence flares. Profits stop. Property is destroyed. Lives may be lost. Eventually I go back to work, but regardless of who wins, my relationship with the boss has been seriously impaired.

I have spoken from the standpoint of the worker because, it
seems to me, his demands are
more vital and should, therefore,
be received with a sympathetic atticude even though the employer
may not feel able to grant them.
It must be admitted, of course,
that the attitude of the worker is
just as belligerent as that of the
employer. It seems that we just
cannot approach the employeremploye relationship with the
same rationality that we employ
in meeting the other problems of
life.

Vederal Bureau of Investigation

United States Department of Justice

1300 Biscayne Building Viami, Florida

February 16, 1944

Director, FBI

RE: GENERAL SURVEY; Viami, Florida; Viscellaneous;

ATTENTION: Assistant Director Al Rosen

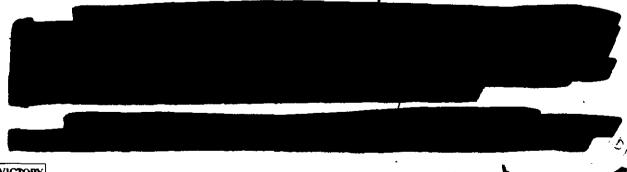
Dear Sir:

In connection with the General Survey in the Kiami Area concerning gambling and general activities of outstanding mobsters and racketeers, the following information is being set forth:

GENERAL CONDITIONS

For the past two years the Kiami Area was comprised of a military zone and very little activity could be found such as gambling or vice. Such activities were restrained by the military and shore police in this Area and by the fact that blackout restrictions were maintained during the aforementioned period.

However, since the 1943 and 1944 winter seasons begun and as the Army and Navy were leasing the various night clubs and hotels, the kiami Area became a mecca for gambling to a great extent. The tourists are in possession of more money for gambling purposes due to war prosperity. It appears that this winter season in the kiami Area has brought an influx of mobsters with large sums of money to invest in gambling enterprises and individuals who never before have been seen in these parts.

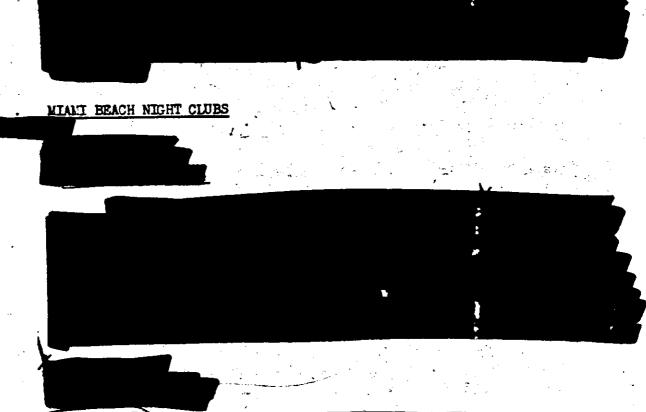


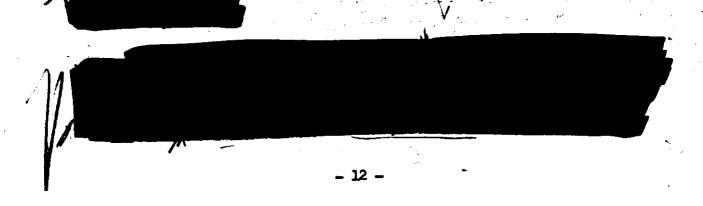


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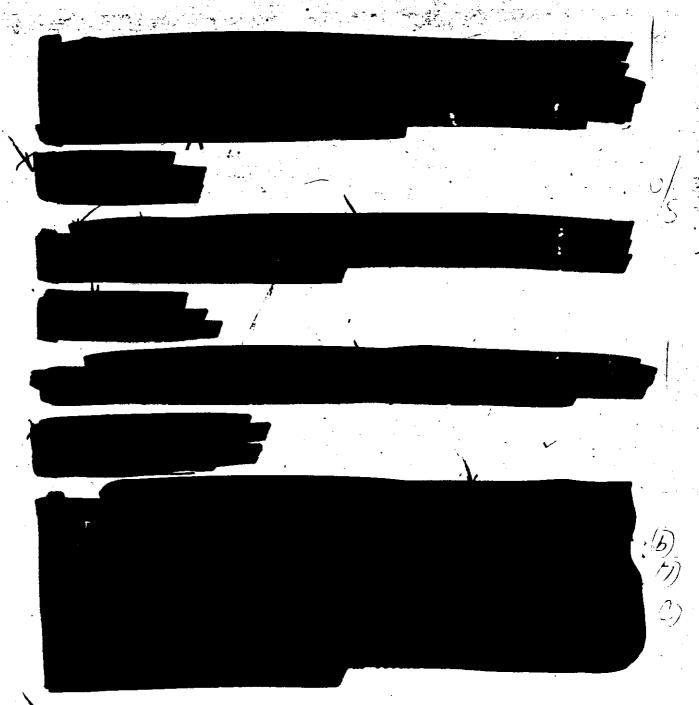




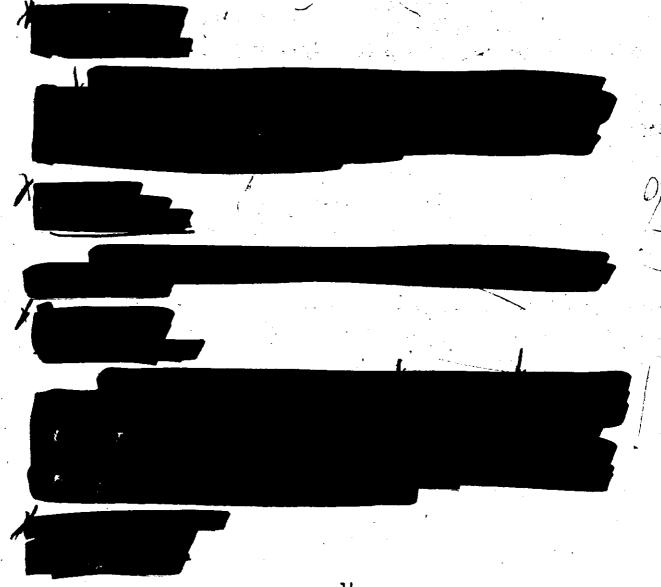


Director, FBI

2-16-44



PARK AVENUE ROOM 339 22nd Street Miami Beach, Florida This cocktail lounge is adjacent to the PARK AVENUE RESTAURANT and is operated by CHARLIE BLOCH and "WINGIE GROBER,
In connection with BLOCH is should be noted that he is the Southern representative of the SOMERSET IMPORTERS from New York City. He is known to be a big figure in the liquor industry. It is of interest to note that the controlling interest of the SOMERSET IMPORTERS is owned by the former Ambassador to England, JOSEPH P. KENNEDY, who is head of this liquor company by his own admissions to the newspapers.



**Cornedy Hits Labor 'Chaos' On U.S. Ships

Retiring Maritime Board Head, in First and Last Report, Tells Why Operators Delay Building

Blames Sit-downs And Slipshod Work

Says No 'Lasting Cure' Is Possible Till Strife Between Unions Is Ended

From the Revald Tribune Bureau

WASHINGTON, Jan. 23.—The construction of new ships for the American merchant marine is held in check by "chaptic labor conditions, signalized by demands of trevs. 'sit-down' and 'quickie' strikes, and slipshed performance of duties," according to Joseph P. Kennedy, chairman of the United States Maritica Commission in his first and last report to Congress, released here today. Mr. Kennedy, who is expected to issue his last statement as head of the commission this week, sails on February 9 to become Ambassacian to the Court of St. James's.

Making what is believed to be his first utterance against the fight of the American Federation of Labor and the Committee for Industrial Organization in the maritime field. Mr. Kennedy, in his report, says that "no lasting cure will be effected \ unill the jurisdictional strife now provalent in maritime labor is termi- /. nated and a more co-operative arrangement is reached by the unions and the ship operators." The report cers the period from October 20, 1136, when the agency's duties started it the merchant marine act as to October 25, 1937

placing vessels comprising the American merchant marine is the problem of providing them with satisfactory seagoing personnel," Mr. Kennedy said. Despite the urgent need for new construction, private operators hesitate in the face of the present labor situation. The lack of order and discipline on board ship was sharply focused by the Algic incident, in which the refusal of seamen on board a government-owned vessel to perform their lawful duties compelled the commission to take prompt and decisive action." The situation still exists, the report states, "although the commission has recommended remedial legislation."

Legislation recommended by the commission to alleviate the labor situation includes the creation of a mediation board which would be similar to that provided under the railway labor act. and abolishment of the "archaic system" of signing members for each voyage and the substitution of a system of continuous employment of seamen. Both proposals have been opposed by maritime unions.

Seeing the replacement of a "rapidly aging" merchant fleet as one of the commission's major tasks, the report covers virtually all phases of the problems confronting the country's trade fleet and, it is expected, will serve as a working plan for the Senate and House committees now discussing new legislation.

Commenting on a replacement program for the country's trade fleet, the report points out that although the initial step in its constitution program was taken in letting a contract for a 33,000-ton limit to replace the Leviathan, the "glaring deficiency in the merchant ma-

ring is the lack of modern care ships. No keel for a cargo ress has been laid in this country sime early in 1920, the report state pointing out that the first step i remedy this situation was taken wit the design of an economical stecargo vessel with a speed of 15th knots. The design, known as Criwas prepared in collaboration with the Navy Department, Bureau of Marine Inspection and Navigation American Bureau of Shipping an several well known naval architect and submitted to shipbuilders for suggestions as to its adaptability for use in various trades.

The immediate construction of twelve vessels of the C-2 design is contemplated, the report states adding that it is the commission intention that "all vessels built under the merchant marine act of 1936 shall embody the highest standards of construction with respect to safety and fireproofing and shall represent a considerable advance above the standards adopted by the International Convention for Safety of Life at Sea." Other features include installation of the latest improvements in machiner and its location, adequated modern under the standards and crew, a yell as the national defense features required by the act.

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The new liner to replace the Volted States Lines under an agreement with the commission whereby the shipping company was permitted to lay up the Leviathan, is expected to enter the trans-Atlantic trade in 1940. The new ship, under construction at the Newport News, Va., yards of the Newport News Shipbuilding and Dry Dock Company, will cost the United States Lines \$10.500,000, the commission's estimate of the foreign construction cost. Under the merchant marine act the commission will make up the balance of the \$15.750,000 estimate.

A total of fifty-two or fifty-three ships is expected to be built by eight lines within the next five years if satisfactory long-range subsidy contracts are worked out, the report says. Seven lines have agreed to build a total of twenty ships between now and 1942, fourteen to be started in 1938. In addition, the companies are required to develop plans for the building of approximately twenty-three other vessels. The American Export Steamship Corporation has indicated its willingness to construct mine or ten vessels between 1938 and 1942 under a satisfactory subsidy.

During the last year, the commission report says, numerous requests have been received for aid in the construction of small seagoing vessels and vessels engaged in commerce on inland waters, but "for the present, at least, none of the commission's funds should be diverted to the construction of vessels for domestle commerce."

Of the construction loans made to various American shipping companies under the merchant marine act of 1928, almost one-half of the total of \$147,943.642.41 granted has been repaid, leaving a balance outstanding of \$76,228,147.48 on October 31, 1937, the report shows. The principal assets of the commission, edusive of the \$107,795,313.22 on deposit in the United States Treasury



Price photo

Joseph P. Kennedy

and its ships and properties, are the construction-loan notes and shipsale notes. The total of ship-sale notes receivable on October 31 was \$10,985,075.87.

The construction of twelve highspeed tankers suitable for use as naval auxiliaries, a contract for which was let by the Standard Oil Company of New Jersey early this month with four shipyards, also is mentioned in the report. The tank or will cost \$37,556,004, of which the commission's share for national detense features wilkbe \$10,563,000.

FLEET BALKED By Labor War, Says Kennedy

CIO-AFL Struggle Hampers Move to Build Up Merchant Marine, He Tells Congress

Chairman Joseph P. Kennedy, of the Federal Maritime Commission, charged last night in his first annual report to Congress that labor disputes are demoralizing private and official efforts to expand the American Merchant Marine as a valuable arm of national deferse.

In what was regarded as his farewell message before he formally resigns to become ambassador to Great Britain. Kennedy for the first time took cognizance of the bitter rivalry between the American Federation of Labor and Committee for Industrial Organization maritime unions.

Operators Hesitant

He said that private operators were hesitant to build new ships—the most urgent problem before the commission—because of the "chaotic labor" situation.

"Labor conditions signalized by demands of the crews, 'sitdown and 'quickie' strikes, and slipshod performance of duties are characteristic of the industry," the blunt-speaking chairman said.

He cited refusal of the crewlof the Government-owned S. S. Algic to bbey orders and their resultant conviction.

'No Lasting Cure'

"Although the commission has recommended remedial resistation, no lasting cure will be effected until the jurisdictional strife now prevalent in maritime labor is terminated and a more cooperative working arrangement is reached by unoins and ship operators," he said.

The report, covering the commission's activities from October 26, 1936, to October 25, 1937, is expected to furnish a new working basis for the Senate Commerce and House Merchant Marine Committees, which are studying labor, financial and other maritime troubles preparatory to drafting new legislation.

Kennedy said he believed that a satisfactory basis for a long-range construction program has been laid—if there are no unfore-seen developments—that will replace obsolete American ships, improve service, and strengthen the national defense.

53 Ships Planned

He said that eight steamship lines under long-term subsidy agreements would build 53 or 54 new ships costing \$110,000,000 during the next five years, while the Standard Oil Company of New Jersey, will undertake 12 highspeed tankers equipped for war usage.

He emphasized that the future shipbuilding program will embrace greater speed, improved fireproofing and safety devices, better quarters for crews and officers, and national defense facilities.

and national defense facilities.

The report pointed out that a shortage of ship tonnage abroad and sky-rocketing scrap-iron prices had accelerated transfer of American cownerships to foreign registry, tausing the commission to redouble its vigilance to prevent a detrimental effect upon the merchant Marine.



MARINE LABOR DISPUTES PERIL U. S.—KENNEDY

New Envoy_to_Britain Files "Frank" Report

(I.N.S.) In his first and his last report to Congress as chairman of the United States Maritime Commission, Joseph P. Kennedy, newly-appointed Ambassa dor to Great Britain, repeated his claim today that labor disputes are throttling growth of our merchant mating.

Kennedy and the maritime unions have differed on labor matters eye-to-eye ever since he cabled the captain of the Govern ment-owned vessel Algic to return his crew in irons if they continued a sit-down strike.

When the ship docked at Baltimore the Maritime Commission initiated a Federal grand jury investigation, which resulted in the conviction of 14 seamen on charges of conspiring to take control of the ship.

For some time Kennedy and Secretary of the Navy Claude A. Swanson have been warning the Administration of the deplorable state of the merchant marine, pointing out it must be in topnotch condition to be of service in time of war.

Kennedy blamed hesitancy of shipbuilders to take advantage of the subsidy clause of the merchant marine act to the general labor unvest.

"Labor conditions signalized by demands of the crews, sitdowns and quickle strikes and slipshed performance of duty are characteristic of the industry. his report said. "Although the commission has recommented remedial legislation, no lasting cure will be effected until the jurisdictional strife now prevalent in maritime labor is terminated."

W TANKERS

Kennedy believes the commission has struck a satisfactory working basis for a long-range proxram that will replace ships over age, improve service and strengthen national defense if there are no unforeseen developments.

Eight companies have entered into long-term subsidy contracts with the commission to build 54 ships within the next five years at a cost of \$110,000,000. The Standard Oil Company of New Jersey intends to build 12 high-speed oil tankers.

Urges Business To Find Own Cure

BOSTON, Jan. 24 (I.N.S.). "Big business" should volunteer its own formula to end the recession, Joseph P. Kennedy, newly appointed ambassador to Great Britain, said here today.

President Roosevelt is anxious to cooperate with business, Kennedy declared.

"Business should be better at finding the answer for itself than Government," he said. "I don't know any reason why any one man in the Government, from the President down, should have all the facts that businessmen have about their own industries. It's up to them to think of a plan and trot it out."

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SHIPBUILDING LAG

Maritime Unit Says Operators Ignore Needs in Face of Present Conditions.

By the Associated Press.

The Maritime Commission reported

The Maritime Commission reported to Congress today that private ship operators, despite the urgent need for new vessels, "hestitate in the face of the present labor aituation."

"Chaotic labor conditions, signalized by demands of the crews, 'sit-down' and 'quickle' strikes, afid slipshod performance of duties are characteristic of the industry," the commission said in a report reviewing its work for the year ending last October 25. for the year ending last October 25. "No lasting cure will be effected until the furisdictional strife now prevalent in maritime labor is terminated and a more co-operative working arangement is reached by the unions and the ship operators."

Algie Incident Cited.

Lack of order and discipline on board ship, the commission said, "was sharply focused by the Algic incident, in which the refusal of the seamen on board a Governmentowned vessel to perform their lawful duties compelled the commission to take prompt and decisive action."

The commission declared its work has laid the foundation for a long-

range construction program.

Bills are pending in Congress to carry out its recommendations for a maritime mediation board and a program for training young men for a career at sea. Another recommendation is for continuous employment of seamen, instead of signing them for each

trip.

"Inadequacy" of Crew Quarters.

The report said that part of the "prevailing unrest" of labor was attributable to "inadequacy" of crew quarters on board ship. As a result of hearings by the commission, the report recommendations for recommendations continued. changes in quarters on 45 vessels will be "promptly carried out" by the op-erators. Costs of these alterations range from \$1,400 -0 \$18,000 per vessel, and the total expenditure will amount to \$219,300, the commission said.

RUUSEVELT NAMES LAND AS SHIP HEAD, HITS BUILDING COST

Rear Admiral Is Promoted to Kennedy Post to Continue 'Two-Fisted' Policies

TRUITT IS PUT ON BOARD

Kennedy Sworn as Envoy After Warning the Country to Save Its Merchant Marine

Special to Tar New York Times, WASHINGTON, Feb. 18.—President Reservelt today named Rear Admiral Emoty S. Land a member of the Marilime Commission to succeed Joseph P. Kennedy as chairman of that \$2 \times ev, and let it be known that the new chairman was expected to continue the "two-fisted, hard-hitting" policies of his predecessor. Word of this action reached here from the President's special train on route to Hyde Park.

The President also announced the selection of Max O. Truitt, at present the general founsel of the commission, to fill out the unexpired term of Mr. Kennedy as a member of the commission, which was to terminate in the Fall. The resignation of Mr. Kennedy as commission chairman became effective today, when he took the oath of office as American Ambassador to the Court of St. James.

In his selection of Admiral Land to take up the commission chairmachin. Mr. Roosevelt followed the recommendation of Mr. Kennedy. Both have been members of the commission three its establishment ten months ago. stated that he had received numerous suggestions that he appoint as a member of the commission a representative from the Pacific Coast. With these suggestions the President was in hearty agreement, and would provide for such representation in the permanent organization of the commission which is to be undertaken in the Fall, it was said.

President Gives His Own Views

Earlier in the day, before he left the capital, Mr. Roosevelt took the occasion of Mr. Kennedy's resignation to express his own views on the shipping situation.

The President, in response to a question at his press conference, said that the whole shipbuilding problem in this country was one big headache. He expressed concern over the recently submitted bids, saying they were far and away above costs paid by the United States during the World War when material costs were considerably higher but when total construction costs were considerations.

ally less than at 1-resent.

The President mentioned three alternative courses of action if new merchant ships were to be built in this country and the builders refused to reduce their prices. These were:

1. Finance the construction of new yards and the installation of! new equipment and have them privately managed on a fixed feebasis.

2. Finance the construction of new yards and facilities and let the Federal Government supervise and do the building itself.

3. Expand the present facilities of navy yards not now able to accommodate new commercial building and have the government to the building under direction of the navy.

possible fourth alternative

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would be to have merchant shins constructed abroad, as suggested by Mr. Kennedy in his letter to Mr. Roosevelt yesterday. But on this point the President said he had talked with members of Congress to obtain their reaction, and that while they agreed that this was the practical solution of the problem, none could afford to vote for such: B proposition.

In his letter of resignation Mr. Kennedy said that the United States would have to take "some exceedingly strenuous measures" if it was to preserve a merchant marine fleet of anything like its present proportions in either foreign or domestic trade,

Mr. Kennedy told Mr. Roosevelt that "the employer-employe relationship must be stabilized if American shipping is to survive" and that the marine labor question was "one of the most disturbing problems with which the commission has been confronted."

Second only to the labor problem in its effect on the difficulty of maintaining an adequate merchant marine was the high cost of building ships in this country as reflected by bids recently submitted, said Mr. Kennedy. Recent increases in such costs had presented the country with a real dilemma, he added, but said the Maritime Commission undoubtedly would work out a solution in the near future.

Justice Reed Gives the Oath

Mr. Kennedy was received by the President immediately after the press conference and the oath as Ambassador was administered to

Mr. Kennedy by Supreme Court Justice Reed.

In a letter accepting Mr. Kennedy's resignation as maritime chairman the President expressed appreciation of Mr. Kennedy's serv-

The President's letter, addressed o "My dear Joe," read:

to "My dear Joe," reau:
"It is with real regret that I accept your resignation as chairman of the United States Maritime Commission. This is tempered by the fact that you are staying in the family and taking over a new as-

signment. T want to take this occasion to express my appreciation, so generally shared, for the fine work you have done. In both of your im-

portant government assignments you have maintained your justly carned reputation of being a two-fisted, hard-hitting executive.

"It may gratify you to know that it going to your new post you carry with you our confidence and high wishes."

aritime Board He

Washington, D. C., Feb. 18.—President Roosevelt today named Rear Admiral Emery Scott Land, distant cousin of Col Charles A. Lindbergh, to the chairmanship of the Federal Maritime Commission.

He acted after Joseph P. Kennedy resigned the post to become that labor disputes and high construction costs imperil the future development of the American meritage.

Kennedy's recommendation to the President that Landal-ready a Com-missioner, be appointed to succeed him and that Max O'Rell Truitt, commission counsel, be named to the acancy created 4 Land's pro-lotion. Truitt ill get the post.

Land r

day, Kennedy warned Roosevell that labor disputes and high construction costs imperil the future development of the American mer-

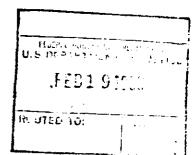
chant marine.

Meanwhile, Rooosevelt declared that shipbuilding costs were higher than in war-time and outlined three plans for stimulating the merchant marine.

He told reporters these were: Government financing of existing shipyards, with new vessels built under private management. 🧀 🏄 🕏

Building ships in existing Go erment yards and financing the with federal funds. .

Building new ways and equipmen in submitting his resignation to- in navy yards.



Clipping from NEW YORK DAILY NEWS

DATE:

FEB 1 91938

Kennedy's Letter to Senator Copeland; Urging Mediation in Ship Labor Disputes

WASHINGTON, Feb. 16 - The rt of the letter of Joseph P. Kenedy, sent as chairman of the " altime Commission to Senator poland, chairman of the Comeditee on Commerce, was as fol-1715

the Maritime Commission esti-

intes that 57 per cent of every dola paid out under the eight long-·m operating subsidy agreements resently effective, or \$4,878,630 anlly, is expended for wages and salatence of efficers and cravs. e to clear test an expenditure in a propert of government funds. unot be justified unless it results having the ships which make up merchant marine marned by petent and contented seamen.

The proposed extension of the liway Labor Act to the shipping histry is designed to bring about " officient outerly and dependthe system of marine transporta- by substituting mediation and colliation for the disorderly and instructive strikes, lockouts and or labor disturbances which so miously handicap American sea price of the present time.

It is fundamental that transportaon on sea or land is of its very sture a sorvice which must be able to be successful. The stabily of transportation service is the ne security of transportation rkers. The public will not patroinefficient, unreliable an ansportation system, and if the thaving available efficient d reliable foreign flug services) has not patronize American saves then the services rough fell and

workmen lose their lobs. Thus appears that the welfare t the workers is definitely bound p with the success of the venture which they are employed, and thes labor conditions in the morhant marine can be stabilized by to substitution of consideration nd cooperation in the place of hoslity and recrimination, labor, manille will out to

KENNEDY DENOUNCES LABOR VIEW OF SECRETARY PERKINS

The chairman of the Maritime Commission, right, at the Senate Commerce Committee hearing yesterda when he assailed Cabinet member's stand on maritime legislation. At the left is Senator Royal S. Copelan ann in the center is Senator Arthur H. Vandenberg ...

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FEB 17 (138)

FORWA RDED BY NEW YORK-DIVISION

Mediation Laws in Many States

Mediation and arbitration of disputes and differences between labor and management are not new in American legislation. Provisions relative, to these subjects are found in Beveral State Constitutions, and mediation and arbitration statutes are now effective in thirty-two States, as well as in Alaska, Puerto Rico and the Philippine Islands. Some of these laws have been in existence for a long while, and the fact that others have been enacted recently testifies that their history has recommended them as appropriate and desirable instruments to aid in the settlement of labor difficulties of today.

The most recent of these statutes, apparently, was enacted by the State of Pennsylvania. This was Act 177 of the Acts of 1937, Senate Bill 640 of the regular session, and was approved on May 18, 1937. While many of the States have

While many of the States have made excellent progress with respect to previding methods for solving their labor problems, it is quite obvious that the States lack juris diction and power to provide for arbitration and employes engaged in inferrate and employes engaged in inferrate and farcing commerce. Section 45 of S. 3,078 has been drawn, and the continuous desired in order that the labor difficulties in order that the labor difficulties in marine interstate and foreign commerce may be desir with in the same amount which has proved so efficient and satirfactory in the several States, and in interstate railway tempsportation.

Sludy of 1873 Is Recalled

A brief suite; of the progress which has been made with respect to our refreeds is enlightening. As easily as 1872 the Congress began to study methods of handling disputes arising between the railroads and their comployer, and the first mediation lew was enacted by the Congress in 1888. This law provided two methods for handling disputes which might arise between employers and employers. They were, first, voluntary arbitration, and, second, investigation. Upon the request of either management or labor, agreed to by both parties, a dispute was to be submitted for decision to a board of arbitration, one appointed by the two appointed by the two appointed premius.

It will be noted that the board sould be created only by the consent of both parties and that there was no provision for the enforcement of the arbitration board's decision. This act also authorized the President to appoint a temporary commission to investigate the causes of any railway labor-dispute and provided that the services of such a commission might be tendered by the President to settle a controversy, and that the services of such a commission might be requested by employer or employes or by the Chief Executive of any State

Chief Executive of any State.

Although this law was in effect for ten years, the arbitration provisions were never utilized, notwithstanding the fact that arbitration was considered the most important feature of the law and was the sup-

ject of prolonged Congressional debate. The provisions for investigation came into play only once, and that occasion was the Pullman strike of 1894.

The commission investigating the Pullman strike had no power to settle it, but it did recommend the appointment of a permanent commission of three members which should possess authority in the field of railway labor similar to the authority of the Interstate Commerce Commission with respect to railway rates and whose authority would be binding upon both partles.

Act of 1888 Proved Futile

The futility of the act of 1888 was generally recognized, and for a period of ten years bills were introduced in Congress providing for more efficient means of dealing with the problem. This culminated with the passage of the Erdman Act, which was approved by the President on June 1, 1898

This act contained the first policy with respect to government mediation and conciliation of labor distinction and conciliation of labor distinction. The policy is a condition of the so-called "yellow-dog" contracts and provided that it should be a misdemeanor for any carrier to require as a condition of employment that any employe or person seeking enhancement not to become or remain agreement not to become or remain member of any labor organization. Unfortunately, his section of the law was held unconstitutional in 1908 by the Supreme Court of the United States in the case of Adair v. United States, 208 U. S. 161.

Experience with the Erdman Act proved that the strongest reliance for settlement of labor disputes should be placed upon mediation rather than arbitration, and in 1913 Congress established a permanent Board of Mediation and Conciliation. Experience under the new act revealed further problems, and it became clear that arbitration, although useful when mediation failed, had inherent weaknesses. The chief difficulties arose out of the imperfect machinery which the law provided for the interpretation of mediation agreements and arbitration awards.

The brotherhoods of railway employes the labor unions involved claimed that management had assumed the prerogative of interpretating all agreements as it saw fit. In 1916 the train service brotherhoods began a general movement for a basic eight-hour day with time-and-a-half for overtime, and when the carriers desired to arbitrate the employes refused to enterinto any arbitration agreement. A threatened nation-wide strike of railway employes brought about enacturent of the Adamson law, which was approved Sept. 3, 1916.

Both Sides Backed 1926 Act

The Transportation Act of 1920 made provision for the settlement of disputes between carriers by rail and all classes of employes. The provisions of this act reverted in part to the act of 1888, which had been discarded for over twenty years. Dissatisfaction with the act of 1920 increased with experience, and by the end of 1925 carriers and employes alike desired to have the act repealed. A joint committee appointed by management and labor worked out a bill which, supported by both elements, was enacted as the Railway Labor Act of 1926.

After more than a third of a century of ineffective legislation, employers and employes in the reil-roal industry thus united and

brought about the enactment of a law covering the adjustment of disputes in the industry by arbitration and mediation. The act of 1926 was amended in 1934 and, as amended, now constitutes the Railway Labor Act. Its provisions were subsequently extended to cover the labor problems of common carriers by air in interstate and foreign commerce, and the law so broadening the scope of the Railway Labor Act was approved by President Roosevelt on April 10, 1936.

It is significant that over a long period of years, and with the benefits

It is significant that over a long period of Years, and with the benefit of experience and the cooperation of both management and labor, each enlightened and informed as to their own best interests, Congress has developed, step by step, a comprehensive policy and method for dealing with labor relations in the railway field with the result that the Secretary of Labor testifies today that the present Railway Mediation Law is "* the fullest and most complete development of mediation, conciliation, voluntary agreement and voluntary arbitration that is to be found in any law governing labor relations."

This is the act which the Maritime Commission, hasing its opinion upon a careful and comprehensive audy of labor conditions in the sipping industry, has reconstructed be made applicable to the American merchant marine.

Oriticizes Opposition's Stand

The recommendation of the commission was transmitted to Con-gress on Nov. 10, 1937, and on Dec. 2, 1937, appropriate legislation was introduced. Many witnesses have been heard with respect to this pro-posed amendment of the Merchant Marine Act of 1936. It is surely significant that not one witness has voiced a single sound objection to the details of the bill or has advo-cated any substitute for the pro-posed law. Every argument of op-position to this provision of the bill is summed up in the statement that to make the principles or the pro-visions of the Railway Labor Act applicable to the shipping industry at this time would'be "premature" for the reason that "the employes are not fully organized."

This is a strange argument. It is said to be "premature" to put into operation machinery designed to prevent strikes and lockouts in an industry which in ten months of 1937 lost approximately 1,000,000 man-hours of work by strikes and

lockouts.

It is said to be "premature" to act to bring order to a business wherein disorder during the past year adversely affected the business of every port in the United States.

Grave reasons should be assigned to support a charge of "prematurity" with respect to the enactment of this type of legislation. In support of the statement it is said that "the employes are not fully organ-ized" and that the industry is not zed" and that the industry is not "ripe" for a law like this.

Even a cursory examination of the labor situation in the maritime industry discloses the complete fallacy of this argument. The longshoremen upon both coasts are or ganized and have contracts with the employers.

Cites Labor Board Elections

The seamen upon the West Coast are organized and have also con-We are advised that under tracts. the supervision of the National Labor Relations Board elections are boing held upon the East Coast as rapidly as its machinery will per-Elections among the unit-

ceased personnel of approximately forty lines have already been held and in most instances the representatives of the employes chosen in those elections have been certified.

But, whether agreements have been entered into or not, there will always be differences with regard to rates of pay, hours of labor and working conditions. Neither col-lective agreements nor mediation machinery will eliminate these dis-putes. But the function of the sys-tem of mediation which has been suggested is to facilitate and to expedite the process of obtaining these collective agreements and the so tlement of disputes as they arise.

Laubmit that employes who have been able in the past few months to paralyze our water-borne com-merce by "quickies" and sit-down strikes; employes, one of whose leaders feels so confident of discipline in union ranks that he challenges the power of Congress to enforce this legislation, stating that the employe will not "accept" it, is sufficiently organized for legislation which seeks to substitute me-

diation and conciliation for the strike and lockout.

The Congress must determine whether maturity is to be tested by the willingness of both parties to sit down together and make an honest effort to compose their differences before resorting to actions which result in unreasonable and unnecessary interruptions to commerce, or whether it is to be tested the ability of one side to bludgeon the other into submission by tying up the country's transpor-tation facilities by either strikes or lockouts.

Warns of Industry's Perils

This legislation is not regarded and will not be regarded as "pre-mature" by the American people simply because it is called "premature" by those who will always so regard it as long as there is a chance of preventing its passage.

I submit that if the maritime in-dustry is not "ripe" for conciliation and mediation of its labor disputes, then it is overripe for ruin.

It has also been argued by those who oppose the extension of the Railway Lahor Act to the shipping industry that the National Mediation Board is inexperienced handling maritime labor disturb-ances. In answer to this objection it is necessary only to point out that the board administering the Railway Labor Act now exercises jurisdiction over maritime employes of railways subject to the act. There are eighty-seven wages and rules agreements now in force between Class I railroads and their marine employes. Among the organizations involved are the International Longshoremen's Association, National Marine Engineers Beneficial Association, United Licensed Officers Association, the Association of Masters. Mates and Pilots, and the International Seamen's Union.

As indicated in the commission's economic survey of the American merchant marine, it is the primary purpose of this legislation to avoid interruption to our water-borne commerce by providing for the prompt and orderly settlement of disputes concerning rates of pay, rules or working conditions, and all disputes growing out of grievances or the interpretation or application of agreements covering rates of pay, rules and working conditions.

Insists Service Must Continue

It should be constantly borne in mind that shipping is a service of

instituency or breakdown in that service not only deprives the men of their wage, and the operators of their income, but directly impairs the income and business of producers and consumers who are dependent upon the maintenance of regular sailings and deliveries; and thus seriously affects the national While this is true of the railroad industry, it is an even more serious matter with respect

ocean-borne commerce.

Should our railroads cease nction because of labor disturbances, land-going freight might be moved by unaffected railroads or by other means of transportation. If, however, a ton of cargo strives an American port for carriage abroad on an American-flag ship which is tied up as a result of labor ouble, that ton of freight which must move will travel by the first eraflable means, and whon, as is equently the case, that means is oreign-flag ship, not only is the revenue lost to the American oper-' m'or but it is Thely that future snipments will also go to the foreign-flag operator who was able to arry that freight abroad.

The bare figures which show the waste in last house of work, lost auges and but firight revenues which have resulted from strikes and lookouts in macitime enterpalses are shocking. During the first ten months of 1937 such strikes and lookouts involved over 40,000 samen. There were 451 maritime inhor tle-ups affecting the traffic of every United States port, Sea-

work. This figure does not include work lost by longshoremen. Un-mestionably, many thousands of men and women workers lost their wages while laid off because of these maritinie labor troubles.

Examples of Loss in Freight

While I' Is not possible to estimate the losses arising from delay in reight movement caused by disturbances in the maritime labor situation, a few recent examples complasize the complete dependence producers and consumers in stable and satisfactory labor condi- in Chicago or meet payments on tions in our shipping industry

As a result of a stevedores' strike in Philadelphia in December, 1937, forty-five carloads of oranges and grapefruit remained in the holds of vessels which had brought them from Florida. Strikes on the Atlantic Coast last October resulted in the diversion of thousands of tons of Florida citrus fruits to railroads and trucks, with resulting losses to the citrus growers who were thus compelled to pay higher transportation charges.

Approximately 93,000 bales of cotton, 90 per cent of it destined for export, were held at Charleston during last October because of a shipping strike; some of it remained in the streets subject to deterioration by the elements because of lack of sufficient storage facilities. Perishable foodstuffs could not be un-

loaded.

The recent longshoremen's strike in Seattle took place at a time for large shipments of apples and caused the fruit growers of the Northwest to suffer serious loss. One shipment of 125 cars had to be transported overland to Tacoma. with resulting loss to the producer. A strike in Philadelphia last month prevented landing a cargo of ha-

Within the past few days the newspapers have carried accounts of a serious food shortage in Puerto Rico, the result of the shipping strike on the island. In San Juan butter is reported to have sold for \$1.50 a pound. Prices of all com-modities have skyrocketed, and in employed on vessels affected there is an impending serious short-is total of 999,733 man-hours of lage of food. These are but a few age of food. These are but a few examples and involve only a few A study of the effects of all of the more than 451 strikes of 1937 would reveal an astounding list of similar situations.

National Welfare Involved

Thus, it is clear that labor disturbances on the waterfront vitally affect the economic welfare of the country as a whole. A strike which ties up the port of New Orieans may depress the price of corn grown and sold for export by an his mortgage to a Philadelphia in-surance company is diminished and may even be destroyed.

The slender margin of profit earned by producers and manufacunder modern competitive conditions may be wiped out be-cause a group of waterfront em-ployers in a port a thousand miles away refuse to discuss the question of wages for the run to the Argentine with the men who work their

Any candid statement of losses suffered by reason of last year's marltime labor disturbances must necessarily include not only lost wages of seamen and lost earnings of ship operators, but also the wages of thousands of other workers laid off while machines waited for raw material resting in ships which could not unload, and lost profits of the farmers whose wheat and corn and other products were interrupted in transit to foreign markets, and the losses of householders who paid higher prices for foodstuffs necessarily shipped by rail because transportation by water was paralyzed.

A controversy between the operators and seamen is just as much a matter of national concern as the size of the Federal budget, and it is not unreasonable for our people to provide that the principals to such controversies shall endeavor to compose their differences before obstructing and blocking up the avenues of trade and commerce. No reason appears why a technique of mediation and conciliation based upon nearly forty years' experience which is now made available by law to labor and management in the industries of transportation by rail and air should not likewise be provided for workers and operators in the shipping industry.

Says Labor's Rights Are Safe

No showing can be made that such legislation violates any right of management or labor, constitutional or statutory. Because pracfically all goods produced for export islation providing methods for grown and sold for export by an from this country move from the prompt and orderly settlement Illinois farmer. Thereby, the Illinois interior to the port of shipment, labor disputes in the industry farmer's ability to buy mechaning and most of our imported goods urgently required.

move from our ports to the inte it is obvious that railway systr and water carriers are largely terdependent. Each of our larger railway systems handles to traffic with carriers by wa: Stable and reliable service in ocegoing commerce is just as imp tant to the railroads and their e ployes as stability and reliability their own service.

It should constantly be borne mind, too, that life and property sea can only be safeguarded by competent, disciplined and conte ed personnel, and that the exister of such a personnel to man of merchant ships is of primary

portance to the national defens. Investigation and experience vinces the commission that dis pline and the responsibility of ma time labor and the co-relative of gations of maritime employers m be established at the earliest por ble moment and not in a "f years" hence. To tolerate pres-conditions and to allow the pres chaotic situation to continue wi out determined and courageous forts to bring about proper cor tions in the field of maritime la would in our opinion invite complete destruction of the Anican Merchant Marina.

The commission has carried the mandate of Congress found section 301 of the Merchant Mar Act of 1936 with respect to est lishing minimum mauning scal minimum wage scales, and reas able working conditions for all ficers and crews employed on a sels receiving an operating-diffential subsidy. The commissmust and will see to it that rules and regulations so prom gated are honored by operators s employes alike.

What the commission has do however (and it is all that it do under existing law), is a enough. If we are to have a n chant marine of the character manded by the policy laid down Title I of the Merchant Marine. of 1936, then the enactment of 1

KENNEDY DEMANDS SEA STRIKE CURB: SCORES SECRETARY

He Asks Senators for Mediation Law, Says Shipping May Be 'Overripe for Ruin'

SEES A NATIONAL DANGER Magaziya a kaba gi

Maritime Head Criticizes Miss Perkins's View That His Plan is 'Premature':

Text of Kennedy's letter to the ienate committee on Page 15.

By LAUREN D. LYMAN Special to THE NEW YORK TIMES.

WASHINGTON, Feb. 16.-The maritime industry either is "ripe" for conciliation and mediation of its labor disputes to its overripe for ruin," oseph P. Kenned, chairman is the Maritime Commis-sion, told the joint meeting of the Senate Commerce and Labor Committees today. He took issue with Secretary Perkins, who, two weeks ago before the same committee, had criticized amendments to the Merchant Marine Act advocated by Mr. Kennedy.

Miss Perkins had said that the time was not yet "ripe" and that it was "quite premature" to attempt to settle maritime labor disputes through a mediation board similar to that provided in the Railway Labor Act for railroad disputes. Mr. Kennedy, in his recommendations for amending the law, had advocated this form of medition, and today he urged its adop-

While he did not mention wise erkins by name, he quoted from er testimony and indicated unmisakably his opposition to her arguments. His testimony was in the form of a letter to Senator Cope-and, chairman of the Commerce Committee, but he appeared in peron, reading the letter in executive ession and answered questions he members of the two South

Takes Up Perkins Argument After outlining briefly the history

of labor legislation, mediation and arbitration in the United States and pointing to the success of mediation under the Railway Labor Act, Mr. Cennedy took up Miss Perkins's

arguments.

"This legislation is not regarded for the transand will not be regarded as 'premature' by the American people simply because it is called 'premature'. by those who will always so regard; it as long as there is a chance of preventing its passage," he said.

Miss Perkins had said that the situation in the shipping industry differed from that in the railroads and that the employes in shipping were not yet fully organized. The system of mediation of labor disputes now in use in the railroad industry, she said, depended upon ne stabilized practices and institu ons of collective bargaining which ad not yet been developed in th spipping lines.

The mediation proposal has opposed by maritime union was first suggested last No ember. Every argument of opposition 3.3 this provision of the bill is summed ip in the statement that to make the principles of the Railway Labor Act applicable to the shipping is dustry at this time would be mature for the reason that the ployes are not fully organised Mr. Kennedy said. "This is a strange argument. I is said to be 'premature' to put into operation machinery designed to prevent strikes and lockouts in a industry which in ten months 937 lost approximately 1,000.0 an-hours of work by strikes a ckouts. "It is said to be premature

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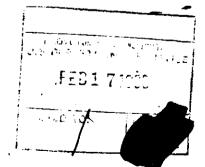
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FEB 17 1930 DATE:

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act to bring order to a business haself disorder during the past year adversely affected the business of every port in the United States. "Grave reasons should be assigned to support a charge of 'prepaturity' with respect to the enactment of this type of legislation. In support of the statement it is said that 'the employes are not fully organized' and that the industry is not 'ripe' for a law like this.
"Even a cursory examination of

"Even a cursory examination of the labor situation in the maritime industry discloses the complete fallacy of this argument."

Mr. Kennedy then listed the or-

Mr. Kennedy then listed the organizations which already have contracts with their employing groups. He named the longshoremen's unions of both the West and East Coasts and the seamen on the West Coast.

The National Labor Relations Board, he said, was supervising elections among the seamen on the East Coast as rapidly as possible. Sections among the unlicensed perminel of about forty lines had been held, he said.

But whether agreements have an entered into or not," he continued, 'there will always be differences with regard to rates of pay, hours of labor and working conditions. Neither collective agreements nor mediation machinery will eliminate these disputes. But the function of the system of mediation which has been suggested is to facilitate and to expedite the process of obtaining these collective agreements and the settlement of disputes as they arise.

"I submit that employes who have been able in the past few months to paralyze our water-borne commerce by 'quickies' and sit-down strikes; employes one of whose leaders feels so confident of discipline in union ranks that he challenges the power of Congress to enforce this legislation, stating that the employes will not 'accept' it, are sufficiently organized for legislation which seeks to substitute mediation and conclication for the strike and lockout," Mr. Kennedy said.

Mr. Kennedy said.

He recited the 1937 statistics of hours of work lost and the number of strikes and lockouts and the number of seamen involved. He said that it was impossible to estimate the losses arising from delay in freight movement.

"A controversy between operators and seamen is just as much a matter of national concern as the size of the Federal budget," he declared, "and it is not unreasonable for our people to provide that the principals to such controversies shall endeavor to compose their dif-

ferences before obstructing and blocking up the avenues of trade and commerce.

"No reason appears why a technique of mediation and conciliation based upon nearly forty years experience which is now made available by law to labor and management in the industries of transportation by rail and air should not likewise be provided for workers and operators in the shipping industry

dustry. "Investigation and experience convince the commission that discipline and the responsibility of maritime labor and the co-relative obligations of maritime employers must be established at the earliest possible moment and not "in a few years hence." To tolerate present conditions and allow the present chaotic situation to continue without determined and courageous efforts to bring about proper conditions in the field of maritime labor would in our opinion invite the complete destruction of the American merchant marine."

At the close of the session, Senator Copeland said that certain amendments sought by the National Labor Relations Board, which would clarify its jurisdiction in labor matters, were acceptable to the commission and to the members of the sommittee.

bers of the committee.

Before Mr. Kennedy left the room,
Senator Copeland turned to him and
said:

"The members of this committee

are very sorry that you are your present post to go to Engla. We wish you would stay here." Tomorrow the committee will ten to testimony by Joseph Currhead of the National Mariti Union, and several longshoram Last week Joseph P. Ryan, head the International Longshorema Association, charged that Mr. O ran was a Communist and in pay of the Communist party. It

pay of the Communist and in pay of the Communist party, is Senator Copeland said that Has Bridges, leader of the Marith Federation and Longshorems Unions on the West Coast, wo not appear before the committed to stay in this country, he said, we a matter for the Labor Department and did not lie within the jurisdition of the Commerce Committee

The Senator was asked if 1 Kennedy or Miss Perkins w speaking for the administration. "That is a question for the Prident to answer," he said.

ation for Maritime Differences of opinion Kennedy, chairman of the Maritime Commit sion, and Miss Frances Berkins, Sporetary Labor, were dramatized at yesterday's hearing before the Senate Committee on Commerce Mr. Kennedy quite effectually demolished Miss Perkins's objections to his plan for setting up mediation and arbitration facilities for the maritime industry and barring strikes and lockouts while such procedure is being call

ried on. In the face of conditions that have caused the loss by strikes and lockouts of about one million man-hours of work during ten months in 1937 it is inconceivable how it could its argued that our merchant marine is not "ripe" for such a plan. Yet that is just the position that was taken by Miss Perkins. She held it is premature because the industry is not fully organised, in spite of the fact that the longshoremen on both coasts as well as the seamen on the West Coast have contracts with the employers and elections are now being held among the seamen on the East Coast under the auspices of the National Labor Relations Board.

Mr. Kennedy pointed out that the employes were sufficiently well organized to have tied up our water-borne commerce by "quickles" ami sit-down strikes. No one questions the effectiveness of the railway labor act, under which similar regulations have operated successfully in the railroad field. We hope that Congress will not hesitate to sweep aside Miss Perkins's objection that the program is premature. Mr Kennedy's measure should be adopted promptly. It appears to offer the only constructive way of ending present unsettled labor conditions and save our merchant marine from ruin. Not only is the safety of life and property at sea at stake but also the maintenance of a trained personnel for American merchant vessels which would be so vitally important to national defense in time of war.

CLIPPING FROM BROOKLYN DAILY EAGLE FEB 17 1938

DATE:

FORWARDED BY NEW

KENNEDY PLANS SHIP COST FIGHT

May Advise Government on Procedure to Combat Exorbitant Bids

WASHINGTON, Feb. 17 (UP).
Joseph P. Kennedy, retiging that man of the United States Maritime Commission, was expected to an nounce recommendations for combating excessive shipbuilding costs oday when he submits his formal esignation.

He will sail Wednesday for Loton as Ambassador to the Court of St. James',

Commission officials have described as exorbitant and outrageous hids submitted by shipyards for construction of twelve fast cargo wessels. The lowest combination of quotations exceeds by alleast \$500,000 the commission's highest estimate of \$23,000,000 for the entire group. The bids range from \$188 to \$360 per dead weight ton, compared with \$200 paid during the World War building program, when prices were at peak levels.

Kennedy told the Senate Commerce Committee yesterday that the situation is serious and threatened to cripple the rehabilitation program by which the commission is seeking to provide the 500 merchant ships the navy says it needs for national defense, in the next ten years.

Commissioner Emory S. Land, a retired admiral and the commission's technical expert, has been investigating the bids. It was indicated his report may be finished in time for Kennedy to discuss the matter at his press conference late today.

Commission officials explain that acceptance of the prices offered on the cargo ships would be unsound because operating revenues would not be sufficient to pay for the verticals in a reasonable length of time.



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Clipping from NEW YORK FOST

DATE:

FEB 17 1958

FORWARDED BY LUM YORK DIVISION

edy Speaks Again. If the maritime industry is not rip r conciliation and mediation of its bor disputes, then it is overripe for oth." This indictment of the failure of the New Deal labor laws, of the ineptitude the New Deal's Secretary of Labor nd of the communistic crew that has en wrecking American commerce with the assistance of the New Dealthis indictment is not uttered by a Tory shipowner, but by one of President ROOSEVELT'S best friends, JOSEPH KENNEDY, chairman of the Maritim Commission, former chairma and soon to become the Ambassador to Great Britain
Mr. Kenneby's commission drawn a bill which would protect our seaborne commerce, as our railroads are protected, from quick paralysis. Secreary PERKINS has tried to kill this bill: by telling the Senate Committee on Commerce that it is "premature." Mr. KENNEDY asks Congress to determine whether or not the bill is to be tested by the ability of one side to bludgeon the other into submission by tying up the country's transportation facilities by either strikes or lockouts." Thi eans, of course, that Congress mus choose between the alien HARR BRIDGES, who is sponsored by JOHN L. Lewis, and the salvation of the American merchant marine. If present conditions are permitted to continue, Mr. KENNEDY tells Congress, the merchant marine will be completely destroyed. As to the word "premature," applied by the Cabinet member who took a long time wondering whether sitdown strikes were illegal and who has taken years to investigate the legality of HARRY BRIDGES'S preschee in this country, Chairman KENNEDY says: "It is said to be 'premature' to put into operation machinery designed to prevent strikes and lockouts in an industry which in ten months of 1937 lost one million man hours of work by strikes and lockouts. It is said to be premature to bring order to a butness where disorder during the past ear adversely affected the business of every port in the United States. Even the White House cannot laugh. his off. Nor will Madame Secretary, Friend Lewis and Alien Bringes be able o dismiss Mr. KENNEDY's plain words with a sneer. They can only wish that he had been exiled long ago to the dences of the London Embersy. The has a passion for the trutt



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Clipping from NEW YORK SUN

DATE: FFE! 71938

FORWARDED BY NEW YORK DIVISION

Land Takes Over Marine Task Increased cost of construction is not restricted to the United States,

Succeeds Kennedy as Chairman of Maritime risen in British yards 50 per cent Commission-Truitt Named to Board.

WASHINGTON, rep. 15 (p. 1.).—Item representation of the Maritime Commission is proday the task of revitalizing America's merchant marine. lected on costs by the merchant President Roosevelt, who de committee disclosed that the ad-marine act of 1936, which limits ribed the assignment as a "head-ministration, in an attempt to re-simpoulders' maximum profit to 10 ache," appointed Admiral Land to succeed Joseph P. Kennedy as chalman of the Maritime Commissions of the Maritime chairman of the Maritime Commis- independent shippards.

The new chairman is 59 years old. effired chief of the Navy's Bureau 4 Construction, and has been a member of the commission since lest April. As such, he has helped creatle with ship subsidies, labor noubles, high construction hids and other difficulties encountered in the Treasury for years and apparently arrampt to build up the nation's zarelgii Auadea

Was Awarded Navy Cross.

To fill out Mr. Kennedy's unexpied term on the commission. Mr. Roosevel appointed Max O'Rell Truitt of St. Louis now commission. ounsel. Aids said it was a tempolary appointment, pending the selection of a representative from the West Coast.

Admiral Land's thirty-nine years in the namy included steady adcancement in the construction corps to head the bureau, a period of duty in the Burcau of Aeronautics and another as an attache to the em-

He was awarded the Navy Cross in the world war for distinguished service in the designing and construction of submarines and for work in the war zone. His new iob will pay \$12,000 a year.

Associates said Admiral Land's experience as a qualified pilot, as assistant chief of the Bureau of Accompation, and as vice-president of the Gorbonheim Fund for Promotion of Acronautics, qualified him particularly to direct developgent of transcennic all travels

Plane Subsidies Approved.

The Senale Commerce Committee yesterday approved Maritime Commission recommendations that subsidies he made available for giant passenger planes to fly the Atlantic and Pacific.

Meanwhile, publication of testj-

Mr. Smith added. He said the British press reported costs had in the last year and a half. He - rejected as "unthinkable" Mr. Kennedy's suggestion that new ships be built in foreign yards whenever WASHINGTON, Feb. 19 (A. P.).—Rear Admiral Emory American prices were more than



Succeeds Kennedy

Underwood & Underwood 19 Admiral Emory S. Land

guaranty against loss. And after independent snippards.

Mr. Kennedy had complained that that disallowances and payment of bids submitted by big yards were taxes, he held, the shipbuilders too high. He said it was question-profit is likely to be "considerably too high. He said it was question-profit is likely to be "considerably able whether small yards could be than 10 per cent." handle commission orders for cargo

Will Defend Estimates.

want to continue to rob it.

Senator Lee, Democrat, of Okla-

homa, suggested that high hids from the larger yards indicated "collusion" and Senator Clark. Democrat, of Missouri, added:

"They have been robbing the

American shipbuilders were pa pared today to go before the Man time Commission and defend est mates submitted for the construction of new tonnage, according to H. Gerrish Smith, president of the National Council of American Ship-

In answer to the criticism of Josoph P. Kennedy, retiring chairman of the commission, as made in a final report to President Roosevelt. Mr. Smith cited as reasons for the "alleged high bids" higher labor and material costs, combined with the requirements of design and specifications for the new ships.

He called attention to an increase in shipbuilding labor costs from 55.5 to 83.8 cents an hour in less than five years, as contained in reports from the bureau of statistics of the Department of Labor. this increased cost must be added, he said, 4 per cent to meet social security taxes and 2 per cent to provide one week's vacation for workmen, now generally account In the industry.

> Clipping from NEL YORK SUN

INDEXED

NOT BEINGHIJE 61-7550-685X5 FORWARDED BY NEW YORK DIVISION --

–Mr. Kennedy's Report.

The final report made to the President by Joseph P. Kennedy as retiring chairman of the Shipping Commission bluntly states that we cannot hope to have a merchant marine built in this country unless private concerns are willing to make material reductions in the bids so far submitted. If these bids are accepted and the high prices paid, Mr. Kennedy warns that the merchant marine thus created will collapse of its own weight. To build merchant ships in navy yards would not be economical and. moreover, it would probably prove to be impracticable while the Government is carrying out a program of naval expansion which will monopolize the resources of its own plants. Mr. Kennedy seems to incline to the belief that unless more favorable prices can be obtained here the Maritime Commission should consider the possibility of building abroad.

Commenting on the fact that one class of bids goes much beyond the rates for ships constructed during the war at the Hog Island Yards, Mr. Kennedy says:

It is extremely difficult to explain this situation. All available indices seem to show that the costs of material entering into ship construction are much lower today than they were during the period when the Hog Island vessels were built and that labor costs, even though higher on an hourly basis, are probably no more if overtime and other factors are taken into consideration. Even if wages today were double those of the war era they still would not account for the present prices, as only 30 to 40 percent of the cost of a ship is spent in the yards. * * * The cost of a cargo vessel in Britain today is about 21/3 times the pre-war figure. Bids submitted by the larger yards on the C-2 ships are ap-Bids submitted by proximately four times those prevailing in the United States in 1913.

There would be vigorous objection in Congress, reinforced by protests from labor and from building interests, if a move were made to have ships for an American merchant marine constructed in foreign yards. Yet yards in Beflast can today build a cargo ship of the C-2 type for about one-third of the average of bids received from American builders for ships of the same size. It is clear from Mr. Ker neily's report that we cannot hope to get in home-built merchant marine at a reasonable ea l-a cost permitting operation on a profitable basis—unless American plants agree to a drastic revision of their proposals. Government construction as an alternative would be costly because of the necessity for creating plants before the work would begin.

Charles .

CLIPPING ENOME BROOKLYN DAILY EAGLE DATE:

FORWARDLD BY NEW YORK DIVISION

254b - 1

ATIONAL WHIRLIGIS Behind the News

MASTINGTON by Hay Cucker

lemepayer Syndicate deon Street * York City 2000

TITED Although Sto-ers are eye-weary from microscopic scanning of prices and sales volume to Ball Street, they haven't discovered any signs of undercover professionals trying to get Fich quick from speculative coups.

The Washington watchers glund their optics to the ticker tone during the negotintions ever France-British-American currency stabilisation. They figured the pros might eries this opportunity to boost stocks artificially and take the unwary custours for a merry-go-ride. But the first hour's quick upturn slowed down and finally levelled off. In other years Scrtember has been the month when smart sperators capitalised election uncertainties to mag's few stray dollars. So far the market has shown greater stability than in any compaign in years. See legislation "in erttine its most severe test right now.

With the exception of a few stocks, the market's guardians feel that prices are not out of line with carnings and future prospects. Turnover, which furnishes speculative profits to border-line operators, has been fairly limited. Funging from 800,000 to 1,600,000 cales a day. So best financial experts here simply grin when anyone mentions the "boom" which Steretory Roper recently headlined.

CIPIOSITE American socuts recently returned from a tour of foreign capitals antielpate trouble when the spanish scores teacisti backers-Italy and Germany-hand their bill to the new Midrid government.

Inside information hints that the Prince of Aregon will be restored to the throng under a limited form of monarchy similar to Getat Britain : -- or Italy s. In that event the interests represented by the church, the army and land swates will dominate the new regime. But the most exciting prespect from a world viewpoint is the turning over by Scain of the Balgaric Islands to Mussolini and the African seaport of Cents to Hitler. Those crusions would bring the two dictators face to face with Gibralter's game and erver Britain's lifeling to her Indian presentions with `Cf3 - 19**38**

the Erditerranean.

it will mean another humiliation for the British, who are not yet feady to Perent aggressions with anything more forceful than notes. Grepevine prophecies on a major war now postpone it to the spring of 1938. The word is that Eitler will then move against Russia, meantime promising security to France in return for Parisian neutrality. It's understood that thesolini will underwrite Berlin's pranter to Blum or his successors. All these predictions, of course, are suc ject to change without notice. Europe today is an explosive question make to our krenest diplomats.

USTAL The sest with which Secretary Morgenthan reduked Bussis for secking to "embotage" the statilisation deal was more gleeful than you would expect a Scoretary of the Treasury to exhibit.

For some time New Dealers have been weiting for a chance to reveal their distasts for some of Moscow's practices, thereby spiking the Hearst-Smith-Coughlin strategy of linking the administration with "communiste". There was even talk of a threat to rescind recognition, superially as it has turned out to be no bargain. So ambassedor has been named to fill William Cabullitt's place, and none will be until after election as present plans stand.

Antually the dumping of i, wolld pounds of sterling by Russia was a normal financial traisaction. Loscom had no lowlown on where the mound sould sattle or be "Fria, and nova to dispose of ner nothing while the printing was good, but has see to sook the "reas" was so politically named that, for the first time, his unity publicies the ordinarily mystrations of the \$2,000,000,000 printing limits.

APR 28 1972 MERCKED DRIGINAL RELAIM PRINT the extraordist scoresy surrounding the Boost planuardis relationship piones the surjectly of practical politicians on both sides.

Mr. Ladyardia will probably be denied a renomination for Mayor because of his bolt from Ald Canden. He can undoubtedly have a place in the Cabinet-War or LaberIf FIR is recleated, and if the Little Flower doesn't try his luck again in Manhattan. But if he decides to fight for the Mayoralty as in Independent, the administration could improve his chances by untering a Rossevelt-Farley ticket as it did in
1853. It was a splitup of farmany forces that placed Mr. Laduardia in office in the
first year of the New Deal.

Sammany braves would like Policov the unpublished details—and right now.

Reservelt-LaGuardia strategy as it involves the Mayoralty, if known, would decide
how the professionals would behave an election day—whether to knife or embrace Mr.

Reservelt. And if the agreement contemplates a LeGuardia shift to Vashington, thereby insuring a Tammany triumph in 1937 in New York, National Chairman Hamilton could
utilize the old, eld issue of "the Tiger". It would tie in with the G.O.P.'s plan
to assail Governor Lehman for dismissing grand jury charges against District Attorney
Groghan. New York's 47 electoral wates are the political prise in this heltershelter mannuvering.

<u>DIFFICULE</u> Friendsly G.O.P.-ers confide that they wish their corporation friends would apply a few brokes to the current expansion in all lines-retail, industrial, financial, railroads, construction.

Industries whose mogule are traditionally Expublican-minded-setel, railroads, semmunications, sutemobile—gaily swing along in the wan of the recovery procession. They have numerous grudges against the New Deal-tarrs, federal competition, regulation—but they are declaring extra dividends, raising wages, erecting new plants, issuing new securities. They are furnishing assumition for FDE's campaign appropria. And they aren't opening their pocketbooks as wide or as often as expected a few

Landon strategists are having trouble devising an ensurer. Chairman namitton provoked no cheers when he attributed the advance to Mr. Landon's nomination becomes the upward movement set in months before. Astute Republicans simply concludet "It's hard to fight prespectity."

SIGNIFICANT Administration ecouts at the tankers' recent San Francisco convention have barned in rosy reports on the financiers' attitude toward the New Deal.

EFG-EF Jesse Mones' failure to deliver his scheduled speach was the principal example. Ex-Test that Fleming realised belatedly that if Mr. Jones addressed the convention, there ought to be a speaker sympathetic to Governor Landon. Otherwise, the bankers might be placed in an embarrassing, partison light. But sugging such a wood duch would have transformed the proceedings into a political harangue. It's true that Mr. Jones did not feel fit enough for his prearranged effort, but he stoke many for political as well as medical considerations. It was a happy escape for everybody.

The incident strikes Washington observers as extremely significant. It indioates that the Lancing community has reached the conclusion that it's time to make prace and stop scraping with the politices. Sheir attitude will influence industrialists, utilitarians and business men. It may also temper the President's treatment offseconomic royalists in the event of his realection. The National Whirligi

WEN YORK Not. compaper Syndions
by Janua Lohullia R 10-2-36

CHANG New York financial leaders are genuinely pheased about franc acvaluation. In part this is due to a feeling of relief that the inevitable has finally happened. Even more potent is the conviction that the path to authentic international currency stabilisation is cleared at last. But no formal save to atabilise is expected for a year at least.

The approval of chrewi observers is tempered by akepticion as to the real worth of the "gentlemen's agreement" whereby the United States, Britain and France have banded together to keep monetary fluctuations under control. They fear the sardonic implication of Scoretary Morgenthau's statement on the second day of the agreement - "I see we are all still gentlemen" - is all too accurate.

There isn't so such as a scrap of paper to bind any of the "contracting" mations which might decide that self-interest demanded independent action. Neither Britain nor France has a record in such matters that could be called altruistic. It's perfectly possible that a situation could develop to send either off on a currency tangent all its own - in which case we would see memetary chaos as is chaos.

Since Financial conservatives are also delighted with the political angles of devaluation. They predict that many more voters will be worried and perhaps aliemated by indications that we are becoming "entangled" with furope than will be enthmeed on behalf of constructive international cooperation.

In this connection, anti-New Deal chiefs are gleefully grateful to Steretary Morganthon for what they call his "Mussian bull". Here was that the Steretary's rager story of how the American stabilization fund rushed to the rescue of the pound sterling when the wicked Soviets dumped a million pounds in the open marks: rates a five-star gward for short-sighted public relations.

This marks the first time that the Treasury Department has broken its rule of secrety about stabilisation fund operations, and its critics shortle that it couldn't have picked a less emspecious session.

SECRETION A financial top-ranker, whose views are widely shared, puts it this way:

If can't prove it, of course, but it certainly looks as if Morgentham's motive for publicity was to offset the rising clamor that seeks to identify the New Deal with corrunties. If so, it was a singularly silly performance. Also he made himself a bit ridiculous by talking of a million pounds as if it were important money in influencing exchange rates. Anyone familiar with exchange problems knows that it's chicken feed.

emphasis, that it was the American stabilisation fund which bailed out the British pound. Apparently it never occurred to him that amone might sak - and I can safely property that a lot of onti-New Deal spokemen will raise the question - just why we have to now our money to rescue the British, and what's the matter with their com stabilisation fund?

The Mational Wairlight #254b - 4

FE Newspaper Syndicate Rel. 10-2-36

Why. Morganthan couldn't have rubbed isolationists the wrong way more effectively if he had deliberately set out to do so. And believe me, isolation sentiment is still mighty strong in this country."

1 (1:1.4)

MISSEDUE A. If Lamport & Co. - New York bond dealers - spent a simple chunk of their own money for the second time recently on newspaper advertising to prove that Uncle Sam's credit is better in many respects than that of either Great Britain or Prance. Figures were cited to show that our per capita debt and interest cost is substantially lower and our relative tax burden much smaller than those of the leading European nations.

You can imagine how it irritates other New York financial firms to have one of their own number contribute such aid and comfort to the New Dealers. Positively unalabby, they call it. The lamport house specialises in federal government bonds, but even so may benefits it derives from this type of advertising must be indirect.

Critical colysts do not question the correctness of the Lamport figures as far as they go. But it is vigorously contended that an appreciaal of the American debt and tax picture which omits the obligations and levies of states, samicipalities, etc., is several degrees worse than misleading.

HARD It doesn't necessarily mean anything in terms of church discipling when Archbishop McNicholas of Cincinnati or almost any other church official objects to Father Coughlin's unrestrained language.

It does man something, however, when Bishop Joseph Schrembe of Cleveland protests. Bishop Schrembs is very close to Bishop Gallagher of Detroit and has been a sympathetic Coughin supporter. He has in fact served with Bishop Gallagher and Bishop Boll of Fort Wayne on a sort of advisory board for the radio priest. Coughlin is making it hard for some of his best friends to stick by him.

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THE NATIONAL WEIRLIGIG News Behind the News

Newspaper Syndicate indeen Street ... York City

WASSI STOKE

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LISTEFING The inspiration behind President Roosevelt's gesture of friendliness toward insurance executives, bankers and utility heads is supposed to be Joseph P. Kennedy.

The former SEC shairman is working the milliomaire. * side of the New Deal struct.

With the written and a poken word the red-headed &cotton boy who banked his first million before he was forty is injecting salm and balm into the campaign. He is assuming the "commonic royalists" thematine framework of the New Deal has been finished, and that FDR has run out of radical blueprints. A second term, it is hinted, would be devoted almost entirely to ironing out the kinks and reconciling banking, taxation and utility laws with rigid reclitics.

Thile the presidential spokesman sakes no specific pledges, he has thrown out suggestions that FDR may not oppose moderate modification of the holding company not, the undistributed dividends law and SEC statutes. On several scotors there are signs that the "big boys" are at least "listening" to these overtures.

SPECULATIVE Democratic pencil-pushers have energed from their methematical outbyholes with the conclusion that President Rossevelt orn stand a 25 per cent drop from his 1932 vote and still win. If the loss is only 20 per cent, he will corred almost on many electoral votes—472—as he did against Herbert Rosser.

The defection, of course, must be fairly uniform for these calculations to have any meaning. But assuming that the 25 per cent descritions run fairly even throughout the mation, Hr. Roosevelt would turn up on election flight with approximately 274 electoral votes. If the cut sage to 20 per cent, he would register victories in New York, Illinois and Indiana, and thereby boost his electoral total to 364. On this basis another 100 are in sight.

Mr. Roservelt is guarding carefully his own predictions. He has written the number of electoral ballots he expects in a scaled envelope. Best info is that he counts on a winimum of 526 for himself. Although the entirely speculative, this figure suggests that the President is not so sure of sertain middle western states as Mesers. Furley and Burja are.

annument The Democrats' sorest headache at the moment is to bracket the defection with respect to classes of voters, states and totals. The difference between 25 and 28 per cent, possibly less, may tell the presidential story.

The people who voted for Mr. Rossevelt four years ago, but who may mark their cross for Governor Landon, are divided into five well-defined and well-recognisable groups. They are the Lemerites, Republican wets who plumped for repeal in their than Mr. Rossevelt, Republicans who were discusted with Herbert Ecover's perconality and policies, Jeffersonian Democrats, and folk who feel that the G.O.F. knows how to branke prosperity once we get it. Against this tray the Emocrats our array such new phalances as labor, the colored voters, William A. Did beneficiaries, young voters and a political organization bulwarked by jobs.

New Deal enlouistors insict that they have the edge in percentages—that more than 25 per cent of his 1932 following will not desert the President. But the truth is that there are so sany "inscarcables" in this election nobody can figure it out. The best kept records don't count for much these days—as the politicos admit privately.

ZNAMING The globe eineling rice between two American reporters highlights the fact this three mations lend the world in the development of summarcial artistics. They are the United States, Germany and Hollands, pf. The

The Mational Whirl

No. of the last of

l' e Horspaper Symdicate I' , 10-3-36

The dirigible Hindenburg enables the modern Jules Ferne to span the Atlantic in record time. The Dutch Lufthansa aerial lines will carry them from Italy to south-eastern China, and themes They will make their way to the Philippinose. There they will connect with the China Clipper—an American transport. Their return to New York, of course, will be by regular transcontinental air course.

The specdators will probably travel 7,000 of their 25,000 miles on American air vessels. But if private schemes now being worked out by certain New York interests came to fruition, their American total would be nearer 10,000. On their next race they may negotiate the trans-atlantic hop aboard a Pan American plane. Uncle Sum is fast sooming toward world leadership in this field.

<u>GLAMPING</u> FIE has imposed a strict consorably on speeches by higher-ups in the administration. The only exceptions within recent works have been Diplomat Hull and Farmer Wallace. Their discussion of agricultural and foreign affairs at this particular moment is logical.

The Rev Dealers were told to take their one from Mr. Rossevelt's "mon-political" policy. Silence was the order of the day—and night. Messers. Hopkins and Tugwell were ordered to stay off the hustings, and even the explosive Herold Tokes was saked to modulate his bases. On two subjects in particular the Rosseveltian orators have shown restraint—Mr. Landon and the Supreme Court. One orator was requested by long distance telephone to choke off his original impulse to pay unkind r meets to the 9.0.P. assince and FIR's Thorse and bucgys friends.

Inside explanation is that Mr. Boosevelt's immediate advisors think the respecting is well in hand—figure victory is sure barring an unforesten upart—sent no markers some created—and are clamping the lid on the excitable fell ws.

DELOY The feverish pace of European rearmanent has revolutionised thends and developments in the airplane industry.

faglani has virtually withdrawn from the South American export field because of domestic demand on her output of planes. Our exports of raw materials and machine tools for manufacture of French, German and Italian serial equadrons have increased

month by month. Massolini is stilling obsolete ships to South imerican nations at bargain priots while he gots in for faster and more deadly machines. Our military people woult listen to suggestions for repeal of the remilation under which models of fighting ships cannot be sold abroad until a year after they have appeared on the American scene.

America's existing air establishment ranks for below other nations'. But under the War pepartment's industrial mobilisation program certain automobile factories in Detroit and elsewhere are equipped to turn out a flighting ship every trenty-four minutes when the need arises. We'll not be complete apping as we were in 1917]

MOTES Therever a Spanish government emerges it will be presented with a good-wised bill from Averican concerns whose factories and goods were requisitioned....A shortage of skilled labor in the building trades is reported from thirty states....Many citisens are filling their finerprints for identification purposes with the Eurean of Investigation, Department of Justice....Of \$1,950,000,000 loaned by the Reconstruction Finance Corporation to banks and trust companies, \$1,713,000,000 has been repaid....Incurance companies have repaid all but about \$5,000,000 of \$99,000,000 borrowed from RFC.

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NºT YORK

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By Jacks Follull in

male 10m3m56

CANARD The old alage that a correction never catches up with the original misstatement to being proved in the case of Inviduoinely. Mr. Inbinary is beed of the powerful Ladies Carment Verkers Union, an active promoter of the new Lydor Party one of John Levis' chief sides in the battle for industrial maionisation, and one of Mr. Bosevelt's 47 electors in New York State.

. Moping to embarrass Boosevelt, G.O.P. chairman John Lamilton, publisher Hearst and others have raised a tremendous but and cry about Dubinky bring a communist chiefly because he raised and sent some money to the Spanish government for Red Gress purposes.

The accusation is absurd to anyone who knows Dubinsky's history. It has forest the communistic element tooth and nail in his own union. He has proved the charge untrur. The Industrial Council of Clock, Suit and Mairt Menufacturers - who have grery grason to bate Dubinsky's soul - have backed his denial publicly. Yet the canned flourishes like the green boy tree and thoroughly reputable citizens are taken in by it.

TIN - recent significant deserter from the Boosevelt cause - who attributes his defection to his implility to yote for the "communist" Dubinsky as an elector - is Arthur I 10 Leary. Mr. O'Leary is a prominent Hew York Catholic laymon and has been a close friend of Jim Farley. He swings a lot of weight in Church circles.

It looks more and more as if Hearst's "Red scare" will turn out to be an anti-Boservelt gold mine - helped along by the White House having advertised it by taking official cognisance of its New York anti-Mcw Deal chiefs - while privately admitting that they know it's the bunk - are delighted to have such a potent seapon added to their arsenal.

Conversely New York Democratic leaders are gravely worried. It is painfully obvious that the "issue" - however phoney - has a strong motional spycal. Unless it can be successfully met - especially among Catholic voters - FIR's chapter of garacting New York's big electoral wote will be very slim.

REGALITY The annual report of president Charles They of the New York Stock Exchange marked the first time a responsible officer of the Exchange has officially and forcefully taken issue with the Securities Exchange Countesion on a matter of market policy.

Mr. Say emphasizes that bid and offer quotations for various stocks show larger spreads than they did a year ago and deduces that trading limitations imposed by the New Benl are drying up the liquidity to which every holder of a listed stock is supposed to be estitled. By inference they are also drying up brokers' commissions, elthough Mr. Cay docon't dwell on that. There's a real difference of opinion here, as the SEC has indicated in its official reports that the importance of liquidity is everestimated. The Stock Exchange President also takes a sharp rop at the capital The I'I' mine tox.

The Mational Whirl: #254b - 8

ure Bevapaper Syndicate Rel_e 10-3-38

The significant angle is that - for the first time since Bosevelt was insugurated - the Stock Exchange has regained its self-confidence to the degree of asserting its awa viewpoint against the government.

Stricture, 1931 - Britain abandons the gold standard. For's opinion is shocked. Searral reaction gloomy - what swill thing will happen negati

March, 1933 - the United States goes off gold. Exactions mixed. Conservatives greatly upset. The British horrified at our monetary immorality (which spoiled their little gave of regaining unquestioned world ascendancy in trade and money matters). But a good deal of rejoicing also. Managed money idea - promoted by Committee for the Mation - begins to take hold.

Reptember, 1936 - France quits gold said practically unanimous rejoicing. Financiers delighted. Only important dissent comes from political opposition in France, and that's largely tongue-in-check. Five years have elapsed and a move originally viewed as a regrettable repudiation of national obligations - a nefarious knifing of the rights of architors - has metamorphosed into the world monetary salvation.

Some observers with long memories get a laugh out of the change.

STEEL Steel operations at 75.4% of compacity sound grand, although higher percentages were scored during the World Var. They are even better than they sound. Production is currently at the rate of 53,000,000 tons of steel ingots a year, as compared to 43,830,000 tons at the peak of the war boom. Only in 1929 was the present rate exceeded, and then by very little.

The point is that theoretical especity has expanded from 48,700,000 tens in 1918 to 61,000,000 new. Informed sources say the latter figure is pure theory. So many furneces are obsolete that present projection is estimated at more than 90% of actual capacity.

If the demand continues extensive plant renovations and additions are indicated.

SIPPLISTS Reconvert money at 8 to 5 has few takers in New York - yet....* favorable outcome of the power pool conference might lead to market fireworks in utilities....300 unions with 400,000 members are affiliated with the Labor Party in New York....1937 carning outlook for aviation companies bullish.

(c.McClure Newspaper Syndicate)
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FOR THE PERSONAL NOT FOR RELEASE #2545 - B

THE AID USE OF EDITORS! MAI THE NATIONAL WHIELIGIA Mews Behind the News

RELEASES OF OCT. 2-Ft Newspaper Syndicate 45 Hudson Street Mar York City

WASHINGTON By Ira Remett

(Note to Editors: This writer will be glad to inquire into any Washington matter of general interest on request of Editors.)

TITIPEID Whatever the public may be told after the White Bouse utility conference, Tundramental frote preclude the success of any plan to pool public and private power in the Temmesec Valley Authority area. It is a deadlock that cannot be broken.

The TVA howers on the verge of building distributing plants in several large eities. This work is to be done indirectly, it's true, but the word "Go" must come from TVA. That word is withheld because the moment it is attered the United States government will have entered unmistakably into the business of merchandising electric power. Apparently IVA doesn't onre to take the step in view of the test suit soon to some before the Supreme Court.

.... STEADFAST Why a derillock on the conference: Because, according to the utility mer the building of competing distributing systems in Enexvirte, Chatteneogn, Nashville and Mamphis would sound the doom of private utility enterprise in that region. Not onn the utility companies sell their own distributing systems and hope to carry on those cities. profitable business outside

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The Commission, however, his no legal jurisdiction over the controversy.

A request by the Condision that the warring factions suspend hostilities until the commission can put the new shipping law into effect is looked for. But the matters at issue at San Francisco go beyond the scope of the new law, which deals with seamen but not longshoremen or truckmen. Employers are determined to abolish the hiring-heli

system, which is the unionists' strongest weapon.

FUR may designate the Maritime Com ission as federal authority in dealing with the situation. But the real issue -- open vs. closed shop-- is not a federal question except as it comes under the Magner act, which itself is under a judicial cloud.

REGISTRY Democrats have more money than Republicans in Maryland, and are better organised. The Paltimore Sun yell gives FBR a strong lead. In G.C.F. circles the story is circulated that ballots are hight for IC cents from negro voters. Another story is that some voters suspect that the postal card ballots may be scrutinized and identified by New Deal postmasters and are afraid to vote for Landon.

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Party leaders are studying the attitude of women voters. In some states the women are extremely active. In the first 21 sounties which reported 1976 registretions in Pennsylvania, out of a total of 508,000 of such parties, there were 201,920 women, of whom 157,614 were Republicans and 60,445 Democrats. Women voters cutnumbered men in two counties, and in 6 counties Republican women outnumbered Republican men . These 21 counties are nostly rural. The total registration of women voters was 97 per eent that of registered men.

PRACTICAL Direct rep rts from up-to-date farmers indicate that they are well pleased with the soil erusion program. Experts show them how to plant erusion resisting erops, how to run ditches and terrices, and how to sweeten the soil. These agents facilitate trades between farmers, whereby one furnishes locust posts to another who swaps crushed limestone.

"I never knew my from before" writes a farmer to the writer. "I thought I had studied it, but these agents of the Agriculture Department have given my invaluable information. Not one of them talked politics to me. They are purely scientific men, devoted to their professions, and they are just as practical as you could wish."

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The National Whir

McClure Newspaper Syndicate
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issued by the Secretary of Labor, to put the Walsh-Healey act into effect, seem to put a step to the practice of buying in this fashion, except in small amounts which are authorized without advertising for bids. The effect of the regulation is to force contractors to comply with the labor provisions of the new law. When the bill was before Congress its sponsors stated that purchases of goods "from the shelf" would not come within the purview of the law.

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REGULATION Railroad men complain that the Interstate Commerce Commission is "mighty slow" in regulating competing truck lines. The Commission has extended until Dec. 1 the requirement for registration of trucking contracts, so as to give time to separate contract lines from common carriers. Gradually the Commission is moving toward complete regulation of interstate truck carriers.

NEW YORK
By James Methillin

IEAST A notable omission from the list of those invited to the White House power pool conference gives significant support to the contention that the administration really is trying to promote an understanding with the private utilities in the Tennesee Vallay area.

Ostensibly the purpose of the parlcy is to consider what arrangement should be made to replace the existing contract between TVA and Commonwealth & Southern which expires November 1. It is therefore natural that Wendell L. Willkin of this group and Preston Arkwright of its subsidiary Georgia Power should be preminently among those present. A point worth noting is that Commonwealth & Southern ranks high among the "clean" groups even in the critical opinion of New Deal agents. By the same token, Mr. Willkie is one of the few major utility executives who has never been personally identified with any of the financial or accounting practices which the New Dealers have attacked and sought to eliminate in the helding company act.

If FDR were trying to promote a disguised punitive expedition against the utilities in the guise of a friendly get-together - as timorous conservatives have feared - Commonwealth & Southern would be about the least vulnerable target he could choose.

FORTUNATE Carry the analysis a step further. Next to Commonwealth & Southern, Electric Bond & Share has the biggest stake in the Tennessee Valley of any private utility group. Yet you will look in vain for any representative of Electric Bond & Share among the conferees.

It is safe to assume that this is no accident. Bond & Share was picked from amontall the non-registering holding companies as the best subject from the administration's viewpoint on which to test the legal validity of the holding company act. Government lawyers believe they have an excellent chance of proving that this group has practiced most of the alleged abuses which the holding company act seeks to correct.

So what? So the keenest New York observers are convinced that if FDR intended to use the power pool parley as the springboard for another assault on the utilities he would certainly have seen to it that Electric Bond & Share was among those present. Conversely, if he seriously plans a peace pact with the industry he presumably prefers to negotiate it with the "purest" company he can find a not one of the allegedly most will almous. Therefore his choice of past conferes is rated a fortunate omen for the industry he presumable of the conferes is rated a fortunate of the first three industry that industry he presumable of the conferes is rated a fortunate of the conferes in the conference of the conference o

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-Extracts distances heavy registrations are reported in many states the record shows that the statement are nearly as numerous as those who vote. Chairman Farley made a report of new methods of getting out the vote during the primaries in Arkansas and Mississippi, and the G.O.P. will have to be on its toes to equal his plans for

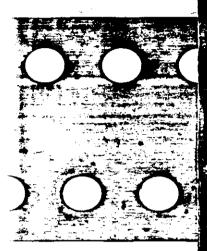
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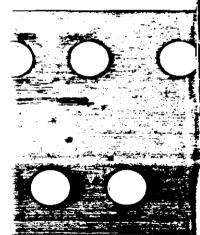
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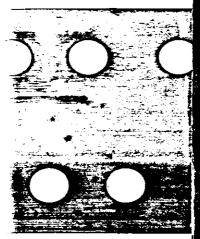
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DOMPLIANCE. In its ordinary business the government purchases large quantities of metandard goods normally surried on the shelf or in stock. The new regulations issued







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AND USE OF EDITORS: MAIL THE MATIONAL WHIRLIGIG Mayor Behind the Wews



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5 Hudson Street
-Bew York City

WASHINGTON By Ira Bennett

(Note to Editors: This writer will be glad to inquire into any Machington matter was general interest on request of Editors.)

WITHELD Whatever the public may be told after the White House utility conference, Tundamental facts preclude the success of any plan to pool public and private power in othe Tennessee Valley Authority area. It is a deadlook that cannot be broken.

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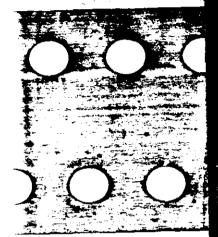
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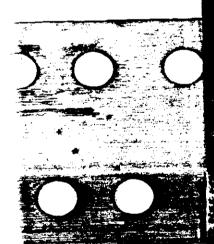
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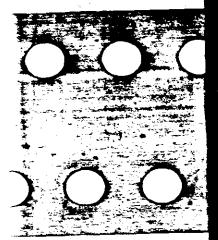
With a few adnor exceptions, his propert was harded hoof. This is one of the main reasons why france devaluation stirred up a minimum of reasonant in the decrient speculative markets.

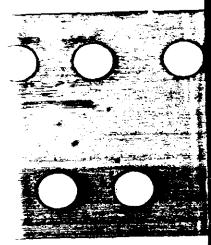
DET This little drought yarn is suremity popular in Mry York. A western downer said he knew that his bown was the hardest hit of all by the dry spell because he say from heres thating one dog down thin Street.

ALDEARD MEDO MILVO









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DEY This little drought your is currently popular in New York. A western forcer said he knew that his town was the hardest hit of all by the day spell because he saw four trees was in one doe down bein Street.

RICHARD MEDO, Mitor

Nederal Bureau of Investigation United States Department of Instice

New York, New York

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February 4, 1941

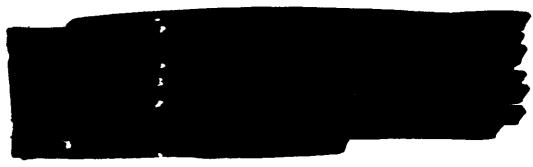
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Mr. Glevin
Mr. Nichols
Mr. Hendon
Mr. Rosen
Mr. Tracy
Miss Gandy

PERSONAL & CONFIDENTIAL

Director Federal Bureau of Investigation Washington, D. C.

Dear Sir:

RE: THE FREE AMERICAN & DEUTSCHER WECKRUF & BEOBACH TER Registration Act



Attached hereto is the clipping of the column "CAPITOL STUFF" of the January 13, 1941 Daily News.

Very truly yours,

B. E. Sachette

B. E. SACKETT Special Agent in Charge

n Charge

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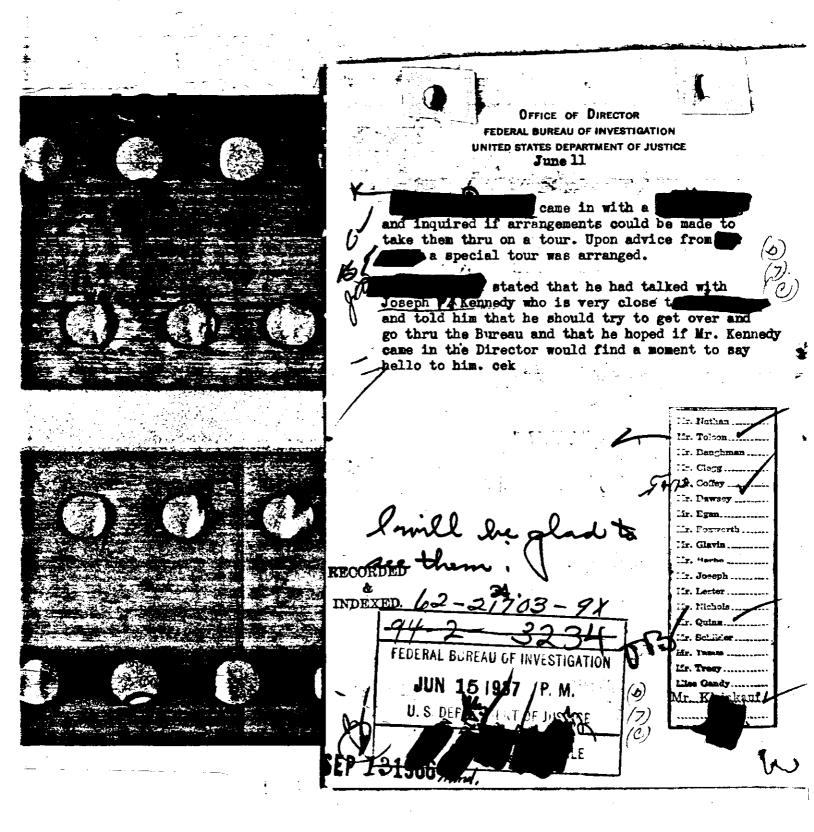
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MORANDUM FOR ME. TOLSON MR. NICHOLS On Saturday, September 19, former Ambassador Joseph P. Kennedy called me from his home at Hyannis Port, Massachusetts, and stated he had been to see talked with cerning the columns had recently written attacking and criticising the FBI in civil rights cases. Ambassador Kennedy stated he believed he had completely straightened out as to the facts in this matter and that would, no doubt, in the near future contact Mr. Nichols of the Bureau as seemed to be desirous of dropping the matter and making his peace with the FBL Ambassador Kennedy stated he thought it might be well for Mr. Nichols to see should be endeavor to contact him. I thanked Mr. Kennedy for his interest in this matter. VERTUS UNCAS THE DATE 12/0/02 Pregnach John Edgar Hoover Director . INDEXED RENT FROM D. C. TIET ZOUPM BATE 9-22-53 E7 SET 2

John Édgar Hoover

United States Department of Justice

Mashington, D. C.

June 25, 1938

MEMORANDUM FOR MR. CLEGG

During my stay in England, while attending the course for Detective Inspectors and Sergeants at Hendon, members of the American Embassy, 1 Grosvenor Square, were extremely courteous.

Shortly after my arrival, Mr. Franklin C. Gowen contacted me through Chief Constable John Elforwell, and invited me to call at the Embassy. I called upon Mr. Gowen in the afternoon and at that time presented him with a card from Mrs. Ruth Shipley, Chief, Passport Division, State Department, who is a personal friend of his.

Mr. Gowen introduced me to Consul General Douglas Venkins and made arrangements for a luncheon on the following day. He also insisted that I join him at a formal premiere showing at the Empire Theatre the next evening, which invitation I accepted, and that evening I attended the Theatre with Consul General Jenkins, Mrs. Jenkins and Mr. Gowen. I attended Mr. Gowen's luncheon at the American Club, 95 Piccadilly, and met his guests, Sir Ernest Molderness, Permanent Under-Secretary of State in charge of Aliens; Colonel Scanlon, United States Air Attache for London and a Mr. Catlett, former President of the American Chamber of Commerce at London. Mr. Douglas Jenkins was also in attendance. The conversation during the luncheon was largely focused on the Bureau and the wonderful work of the Director.

During my attendance of the course at Hendon, it was impossible to see Mr. Gowen or members of the Embassy but I learned that he had kept in touch with the Yard to ask of my welfare. Subsequent to the course, I contacted Mr. Gowen by telephone and met a friend of his, a Mr. Dowrick, Manager of the American Express Office in London, who rendered assistance in arranging for my departure. I later called upon Mr. Gowen at the Embassy at which time he congratulated me upon the highly successful completion of the school and upon the appropriate remarks made at the formal farewell gathering for Messrs. Harry Battley and A. W. Waskew at New Scotland Yard.

He introduced me to Ambassador Joseph Kennedy at which time I expressed the Bureau's appreciation for the assistance of the State Department. Mr. Kennedy, at that time, instructed Mr. Gowen to prepare a very cordial letter to The Right Honerable Sir Samuel J. G. Hoare, Bt., G.C.S.I., G.B.E., C.M.G., M.P., Secretary of State, thanking him for the many courtesies extended the representative of the FBI. He instructed Mr. Gowen to make it more than a thank you note and to include the names of those persons responsible for ... making the visit a success.

ALC: A CONTRACT hile at the Embassy, I also called upon Consul General

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thank him on the Director's behalf for the many courtesies extended.

On the evening of June 7, 1938, I afforded Mr. Gowen a seven course dinner as a further token of our appreciation for his services. Mr. Gowen advised me that he was positive a letter would be directed to Mr. Cordell Hull advising him of the highly successful visit of the representative of the FBI to Scotland Yard and of the warm feeling of friendship which was created by this visit.

I arrived at Southampton preparatory to sailing on the SS President . Roosevelt and Vice Consul Paul Cameron Seddicum was there to meet me and render any assistance possible.

It is suggested that a letter of appreciation be prepared for the Attorney General's signature and directed to Mr. Cordell Hull, advising him of the services of the members of the American Embassy in London. This letter is prepared and attached.

(D(20c)

Enclosure

2-39749-21

The Emerals, The Secretary of State, Techniques, S. S.

My date fir. Bosretage

I have been advised by Mr. J. Migar Reover, Birector, Federal Bureau of Investigation, that Special Agent and the has fast returned from attendance at the school for Detective Inspectors and Sergeants, conducted by the Metropolitan Pelice Department of New Scotland Yard, London, England, was afforded every courtery by the Ambassador, Mr. Joseph Kennedy; the Consul General, Mr. Bouglas Jonkins; and Mr. Franklin C. Genen, American Gonsul at Lendon.

finence but gave his personal attention to assure that received every consideration. Through his previously established close relationship with the Metropolitan Police Department at New Bostland Yard, Hr. Goven was able to render valuable aid.

I do want to thank you for this most excellent assistance.

With kind regards,

Sincerely yours,

Attorney General.

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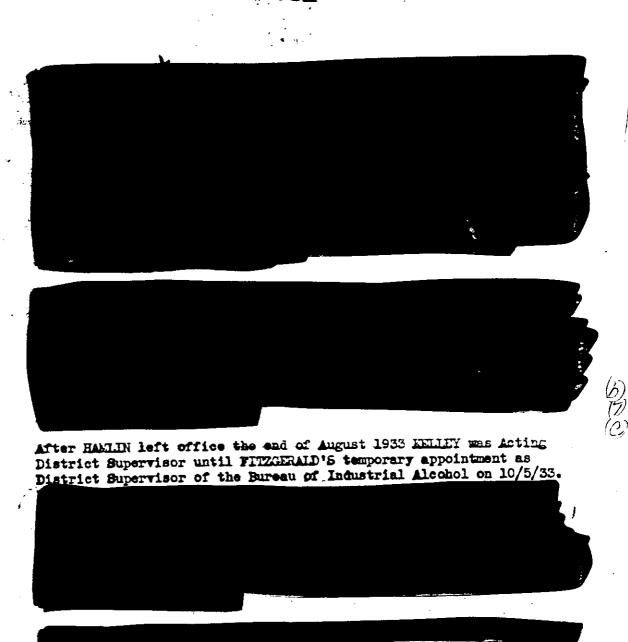
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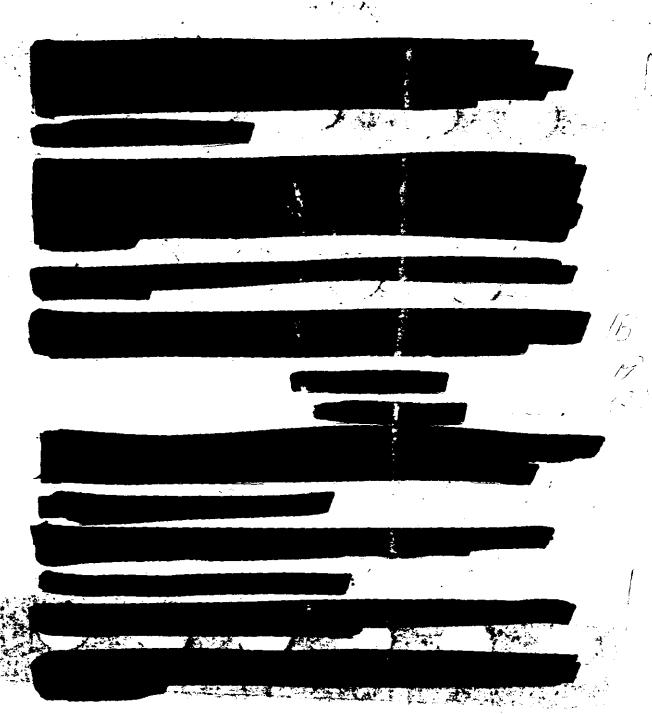
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FITZCERAID had formerly operated a saloon in Boston. He was the brother of JOHN FAVITZGERAID, formerly Mayor of Boston, and related by marriage to JOSKPH KENNEDY, present Ambassador to England. About the time that FITZGERAID was appointed, KENNEDY and JAKES ROOSEVELT, son of the President, took a trip to England together, and the appointment of FITZGERAID was reputed to be based partly upon his





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Los Angeles, California April 27, 1945

MEMORANDUM FOR THE DIRECTOR:

In accordance with your requestions the above individual following information is

ENCLOSURE

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